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**FROM AN APPROPRIATION
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DEPARTMENT OF COMMERCE

U.S. BUREAU OF FOREIGN AND DOMESTIC COMMERCE

B. S. CUTLER, Chief

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CONTENTS.

	Page.		Page.
Prohibition on certain magnetos in Australia	1	American firms in China	6
Gold reserve of "Norges Bank," Christiania	1	Production of turpentine oil and rosin in India	7
Wages and output in British iron industry	2	Extending the back-haul privilege	11
New Brunswick crops damaged by frosts	2	Slaughter of cows and heifers in Brazil regulated	11
Wool-grading results in New Brunswick	3	Proposed revision of Netherlands Bank charter	12
Tanning materials on list of restricted imports	3	New volume of commercial statistics	13
Consumption and cost of railway ties in Canada	4	Parcel-post treaty between Chile and Brazil	14
British Government control of the wool trade	4	Exports to certain "enemies" in Switzerland authorized	14
		Curacao trade in woods	15
		Foreign trade opportunities	10

PROHIBITION ON CERTAIN MAGNETOS IN AUSTRALIA.

The importation into Australia of magnetos bearing the name "Bosch" is prohibited. Such magnetos, whether incorporated in cars or motorcycles or packed separately, will, however, be admitted if dispatched from factories for shipment to Australia before June 20, 1918, and the invoice is certified to that effect by the Official Representative of the Australian Department of Trade and Customs. The Representative, Mr. Ernest Hall, from whom the Bureau received notice of the ruling, has offices at 44 Whitehall Street, New York.

GOLD RESERVE OF "NORGES BANK," CHRISTIANIA.

[Vice Consul H. E. Carlson, Christiania, Norway, May 28.]

At the beginning of the year 1917 the gold reserve of "Norges Bank," of Christiania, Norway, amounted to 184,000,000 crowns (\$49,312,000). This amount increased during the first two months of the year so that on March 1, 1917, the maximum for the year, 201,000,000 crowns (\$53,868,000), was reached.

The reserve then commenced to sink, falling in August to 198,000,000 crowns (\$53,064,000), and in September to 186,000,000 crowns (\$49,848,000). By the end of the year it had fallen to 176,000,000 crowns (\$47,168,000). The average holdings of gold for the years was 190,602,402 crowns (\$51,081,433).

It is not easy to state all of the causes to which this decline of the gold reserve may be attributed. It is asserted by some that the decline is due to the fact that the surplus of the exports and of shipping is not so great as it was during the first two years of the war, while expenses of all kinds, and especially insurance rates, increased considerably. During the year a number of embargoes went into effect, which also tended to reduce exports. Exports were still further reduced on account of the lack of tonnage and import regulations passed by other countries, so that Norway was not able to export as

much wood and wood pulp as it could have done. These factors, with the fact that the price of all of the articles that Norway has been able to import has increased, have resulted in a less favorable trade balance than that at the close of 1916.

WAGES AND OUTPUT IN BRITISH IRON INDUSTRY.

[Consul E. Haldeman Dennison, Birmingham, June 5.]

In a report of the sales of iron made by 17 selected firms for the months of March and April, 1918, it is shown that the average net selling price was £15 13s. (\$76.16) per long ton, or 1s. (\$0.24) more than in the preceding two months. The output in March and April, however, was only 30,542 tons, a decrease of 711 tons.

The following table gives the different classes of iron sold and the average net selling price per ton of each class during March and April:

Classes.	Long tons sold.	Percentage of total.	Average net price.
Bars.....	21,581	70.64	\$74.36
Angles and tees.....	1,060	3.47	75.86
Plates and sheets.....	503	1.65	87.44
Hoops, strips, and miscellaneous.....	7,403	24.24	81.33
Total.....	30,547	100.00	76.16

Announcement of Puddlers' Wages.

It is announced that in accordance with the sliding-scale arrangements the wages for puddling during June and July, 1918, will remain at 19s. (\$4.62) per ton, and that all other forge and mill wages will remain unchanged. The 19s. (\$4.62) is made up of 18s. (\$4.38) per ton, in accordance with the sliding scale, and 1s. (24.33 cents) per ton on puddling, or 10 per cent on all other forge and mill wages as the equivalent of subsidies on pig iron. In addition to the puddling rate of 19s. per ton there will be the usual 6d. (12 cents) per ton given to puddlers by resolution of the wages board which met on July 15, 1912, and this applies to puddlers only, and will make the puddling rate 19s. 6d. (\$4.74) per ton.

NEW BRUNSWICK CROPS DAMAGED BY FROSTS.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, June 22.]

Heavy frosts over wide agricultural areas in New Brunswick on the nights of June 20 and 21 did extensive damage to young growing crops. In some districts the temperature fell to 28 degrees and thermometer readings of 30 and 31 were noted at many points. From practically every section of the Province come reports of serious consequences of the unexpected cold weather. Potatoes and beans have suffered severely. Of the latter an unusually large acreage had been planted. Available supplies of seed beans were almost exhausted by the heavy demand for first planting, and it is feared difficulty will be experienced in procuring sufficient for a second seeding. Tomato and cucumber plants are reported killed in many gardens.

WOOL-GRADING RESULTS IN NEW BRUNSWICK.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, June 22.]

Referring to the report transmitted by this consulate, dealing with the establishment of a system of wool grading and cooperative selling in New Brunswick [see *COMMERCE REPORTS* for June 20], results of the grading and valuation of the wool already in the stores at Moncton and Fredericton have now been made public.

The wool at Fredericton has been classified as follows: Fine medium, 5 per cent; medium, 51 per cent; low medium, 33 per cent; coarse, 3 per cent; rejects, 4 per cent; tags, 4 per cent. Its appraised value, expressed in cents per pound, is given class by class, thus: Fine medium, 81½; medium, 78½; low medium, 73½; coarse, 67½; rejects, 54; tags, 28½.

It will be noted that the major portion of this wool has been graded as low medium and medium, and that the price ranges from 73½ cents to 78½ cents, with 81½ cents for fine medium. These prices are less freight to Boston, which will amount to about one-half cent per pound.

The wool accumulated at the Moncton warehouse has graded slightly higher than at Fredericton; consequently the wool growers in the Moncton district will receive a higher average price.

The two warehouses at Fredericton and Moncton will continue to take in wool during the entire month of June, thus giving wool-growers who have held their wool an opportunity to market through the cooperative association.

TANNING MATERIALS ON LIST OF RESTRICTED IMPORTS.

Tanning materials have been placed on the list of restricted imports by a new ruling of the War Trade Board (W. T. B. R. 154).

Hereafter no licenses for the importation of tanning materials will be issued for the remainder of the calendar year 1918, except as to:

1. Shipments from any source of any tanning materials not otherwise restricted, where ocean shipment is made on or before July 10, 1918.

2. (a) Shipments of tanning material of Canadian or Mexican origin not specifically restricted, when coming forward from those countries by other than ocean transportation. (b) Shipments of any tanning material not otherwise specifically restricted when coming from Europe when shipped from a convenient port where loading can be done without delay.

3. Shipments of a limited quantity of solid quebracho extract, of mangrove bark from Central and South America, of divi-divi, and of wattle bark.

The allocation of tanning materials covered by the last paragraph will be made in accordance with the recommendations of the Tanning Materials Section of the Chemical Division of the War Industries Board. This restriction does not in any way affect the regulations now in force regarding the importation of quebracho logs or wood.

If you buy War-Savings Stamps, you also help your country.

CONSUMPTION AND COST OF RAILWAY TIES IN CANADA.

[Consul E. Verne Richardson, Moncton, New Brunswick, June 17.]

According to the official statistics of the Canadian Government Railways for the year ended June 30, 1917, there were consumed, apart from construction work on new mileage, 8,852,861 railway ties in the 12 months indicated, and in the preceding 12 months 6,386,464. For the two periods the total cost of ties was \$4,368,124 and \$3,194,472, respectively.

The average cost per tie in the 1917 fiscal year with comparisons for 1915 is shown below:

Kind.	1915	1917	Kind.	1915	1917
	<i>Cents.</i>	<i>Cents.</i>		<i>Cents.</i>	<i>Cents.</i>
Cedar.....	49.9	46.4	Pine.....	56.3	48.4
Oak.....	82.0	72.4	Chestnut.....	61.8	57.2
Hemlock.....	39.0	37.1	Softwood.....	51.8	46.6
Spruce.....	22.4	22.2	Hardwood.....	56.9	28.0
Fir.....	32.6	37.1	Treated.....	52.2	52.2
Tamarack.....	40.4	46.6	Unclassified.....	27.4	45.1

BRITISH GOVERNMENT CONTROL OF THE WOOL TRADE.

[Consul Augustus E. Ingram, Bradford, May 29.]

To-day's Yorkshire Post contains an excellent review of the development of the governmental scheme of wool purchase and control of the wool-using industries of the United Kingdom, with a description of the system now in operation, its constitution and scope.

"Probably in none of our principal industries," says the Post, by way of introduction, "have the urgent necessities of this war brought about so vast a revolution as in those trades of which wool is the foundation. Prior to the war the spirit of individual rivalry and enterprise was not keener in any other department of commerce, yet there exists to-day an organization built up by officials of the War Office which has entirely eliminated individual competition from raw wool and tops and, so far as Government requirements are concerned, right through to the fully manufactured material, while it distributes what wool and tops can be spared among those engaged in the civilian and export trades." The Post then goes on to say:

Present Control Organization.

From time to time various Army council orders have been made in relation to wool, so that at the present time, to all intents and purposes, all wool in this country, whether domestic or imported, save East Indian, is owned by the Government, and the sale of by-products in the form of waste and noils is under Government control. (East Indian wool is dealt with in a different manner.) * * * It was from the first obvious that Government control could not stop at the purchase of the raw material and the sale of it at fixed prices to consumers, and soon the trade was faced with a proposal to limit the profits on Government contracts by establishing fixed conversion costs for the various processes of manufacture. Power to do this was given to the Admiralty, the Army Council, or the Minister of Munitions. Under these regulations the Government officials were able also completely to monopolize the woolcombing industry and to fix the rate of remuneration for converting the raw material into tops. The difficulty of fixing the rate of remuneration for the various processes of manufacture will be appreciated when it is stated that not 5 per cent of those engaged in the wool-using industries had any definite system of costings.

It may be well here to point out that the private capital of traders is not employed in the wool trade to-day up to the stage of topmaking, for the Government buys and pays for the raw material, and supplies the wool which passes through the combs. Woolen firms have, however, to pay for what wool they need, and

worsted spinners for the tops they require against Government contracts, as have manufacturers for the yarns they need against Government orders.

Though the building up of the gigantic organization necessary to deal with the purchase of the domestic and Australasian wool clip was, in the first instance, commenced by officials, the time eventually arrived when the full policy of the Government department had been disclosed, and it was possible in some measure to agree to the demand that a greater degree of control should be given to representatives elected by traders themselves. Thus it came about that in August of last year the departments were reorganized. First comes the Raw Materials (Wool) Department, having full control of wool and tops, which is essentially a Government department, because the material it handles is national property. This department, however, has the assistance of a nominated raw wool advisory committee consisting of those with expert knowledge of wool and tops, and there is also a wool statistical committee. Additional powers were at the same time delegated to the Department of Wool Textiles in Bradford, which is responsible for the supply of all cloth and hosiery required by the British and allied Governments. Then there is the board of control of wool textile production, which has control of the civilian trade and assists the director of wool textile production in his work. This board consists of representatives of the State, employers, and work people, in equal proportion, with the director of wool textile production as chairman.

Extent of the Industry—Standard Cloths.

In pre-war days the different Government departments placed their own contracts, but all these have now been centralized, and the Government orders for textile fabrics, manufactures of wool, hosiery, etc., are placed through the Department of Wool Textiles in Bradford, and the wool is provided by the Raw Material (Wool) Department. The nature of the goods arranged for by the department in Bradford is of great variety, ranging from material to wear to shell cloths, blankets, heavy felt sheets for the Admiralty for men to sleep on, and horse rugs; all manner of hosiery and knitted goods, table covers, blinds, billiard cloths, and cummerbunds.

The ordinary reader will have no difficulty in appreciating the work involved in purchasing the whole of the wool grown at home and in Australasia, the bringing of the raw material to the centers of consumption, and its distribution and allocation among users, though it will doubtless be information for most people that in Australia it was necessary to draw up a price list containing no fewer than 848 separate classes. It will be necessary to give statistics to indicate the importance of wool-using industries in this country whose operations are at present so largely under governmental control. It is estimated that there are about 400,000 persons employed in the various processes of manufacture in the wool-using industries of the United Kingdom, and that 1,500,000 people depend upon the wool trade for their livelihood. So far as the woolen and worsted industries proper are concerned, excluding hosiery, the number of work people employed in connection therewith on January 24 of the present year was 258,454, of whom 62 per cent were women and girls and 38 per cent men and boys. In terms of manufactured material and articles the following details will at a glance show the development of the Department of Wool Textiles, the figures representing the pre-war demand of the department (i. e., annual average for three years ending March, 1914) compared with the position to-day: Cloth—Normal year requirements, 1,390,988 yards; this year, 95,000,000 yards. Flannel—Normal, 1,083,767 yards; this year, 100,000,000 yards. Hosiery—Normal, 1,308,767 articles; this year 82,412,000 articles. Blankets—Normal, 165,650 pairs; this year, 16,036,000 pairs.

The total value of the supplies arranged for is over £1,250,000 (\$6,083,000) weekly, and the total administrative cost is less than five one-hundredths of 1 per cent of the turnover, including rent of offices at Bradford, Edinburgh, Leicester, Dublin, Manchester, and London. In December last the consumption of wool for Government purposes was at the rate of 11,000,000 pounds, clean scoured, per fortnight, whilst for civilian purposes the highest figure was 6,750,000 pounds. The Government demand upon the wool trade was equal to 68.15 per cent of the total wool consumed, and including all materials (rags, shoddy, etc.) 65.85 per cent.

The diminished production of materials for civilian consumption consequent on the immense Government requirements led to a rapid advance in prices, while the quality deteriorated, and in some instances (blankets and flannels, for

instance) there is an actual shortage. By way of protecting the civilian consumers against profiteering and the inferior quality of goods, the Board of Control some months ago made arrangements for the production and distribution of suits, overcoats, blankets, flannel, and hosiery of standard qualities and prices, although of various patterns and designs, for the civil population. The total value of these standard goods thus far arranged for is about £15,000,000 sterling. No public money is involved, however, as the traders are financing the whole of the scheme. The control exercised is sympathetic, the department having brought the various sections of the trade together, and they have voluntarily made arrangements for supplying articles of standard qualities at fixed prices from the producer to the consumer. [See *COMMERCE REPORTS* for May 7 and 18, 1918.]

Solving the Dye Problem—Rationing Supplies.

It has been found necessary to set up a special section for the coordination of demands for dyewares, oils, acids, and other necessary commodities required in the manufacture of wool textiles, because in many instances inferior articles were being produced and prices were prohibitive, while no guaranty of adequate continuous supplies could be obtained. In conjunction with expert committees of traders technical investigations have been made by the department's officers to discover the best substances, and, if necessary, the best substitutes, for these commodities. The demands have been coordinated and arrangements made for production in bulk of dyes specified in the cloth contracts, and their allocation over definite periods at fixed prices agreed with the producers. A number of dyewares previously used have been rejected, and over 100 dyestuffs have been submitted by various color-producing firms and examined as to their suitability for dyeing Government service cloths. Shipping difficulties have necessitated the elimination of certain dyewares, and synthetic dyes of equal fastness have been manufactured in this country. Owing to the exceedingly high price of indigo and other blue coloring matters extremely inferior dyes were being supplied to the Admiralty and other Government services. It was found necessary to requisition certain dyes, and to stimulate the production and use of certain other coloring matters which have since come under the control of the Department of Wool Textiles. Practically all supplies of blue coloring matters are now issued to the trade through this department at fixed prices.

One of the most difficult problems has been the yield of wool for the purpose of calculating the clean-scoured weight and thereby knowing the precise consumption value of stocks, which, of course, has an important bearing on the policy of distribution to the civilian trade. Consumption continues to be restricted by a rationing system originally devised for what was called a priority scheme, a method to encourage exportation even at the expense of the home trade, with the object of influencing the rate of exchange. The entry of the United States into the war rendered this unnecessary, but the rationing system has been continued to divide on a more or less equitable basis the supplies of wool and tops available for civilian trade. This rationing not only deals with the civilian trade in this country, but also with the needs of our allies and colonies in association with the Commission Internationale de Revêtement, an organization set up to enable each allied Government to obtain without competition from the other the supplies of manufactured goods it needs from this country.

The introduction of Government control has also been accompanied by a rapid development of trade organization for both employers and employed. The operative trade unions are for the most part now federated in the National Association of Unions in the Textile Trade, while various associations of traders engaged in different processes of manufacture and merchanting have been called into existence for the purpose of looking after their sectional interests. As yet, employers have not become federated so closely as the workers, but it is now possible in almost every department to secure an expression of organized opinion, which was not the case prior to the commencement of the war.

American Firms in China.

A list of American firms in Tientsin, Hankow, and Hongkong can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to the file number as follows: Tientsin, 20073; Hongkong, 20074; and Hankow, 20075.

PRODUCTION OF TURPENTINE OIL AND ROSIN IN INDIA.

[Bulletin of the Imperial Institute.]

In India turpentine-yielding trees are numerous in the forests of the Himalayas, in the United Provinces, in Assam, Burma, and the Punjab. Turpentine oil and rosin have been produced in India on a small scale for some years. The oil and rosin obtained are used locally, but the quantity produced is by no means sufficient, as is evidenced by the amount of these products, particularly rosin, annually imported from the United States and elsewhere.

The chief source of Indian rosin is the chir pine (*Pinus longifolia*, Roxb.), a species which must be distinguished from the American *P. longifolia*, Salisb., now usually known as *P. palustris*, Miller. The latter is the long-leaf pine of the southern United States and is the chief source of American turpentine oil and rosin. The principal localities in India where tapping is now carried on are the West Almora, Naini Tal, and East Almora divisions of the Kumaun Circle, United Provinces. At Bhowali, in the Naini Tal division, there is a Government factory for preparing turpentine oil and rosin. Another locality producing rosin is the Punjab, where a new distillery has recently been erected at Jalloo.

The rosin manufactured at Bhowali is largely taken by the paper mills in India, for use as rosin size; the turpentine is consumed mainly by the railways.

Decline in Imports.

In the past five years there has been a steady decline in the quantity of rosin imported into India, with the exception of 1915-16, when receipts were 6,442 hundredweight [hundredweight=112 pounds] larger than in the preceding year, but still much below those of 1913-14 and 1912-13. (As a matter of fact, imports in 1912-13 were themselves 5,749 hundredweight less than in 1911-12.)

Turpentine-oil imports have likewise dropped steadily during the half decade, 1915-16 being no exception, as was the case with rosin that year. The quantities of these two products imported during the past five years were:

Articles and origin.	1912-13	1913-14	1914-15	1915-16	1916-17
ROSIN.					
United States.....	Cwt. 45,939	Cwt. 25,984	Cwt. 13,811	Cwt. 14,249	Cwt. 4,749
United Kingdom.....	12,287	13,988	10,162	16,447	13,096
Other foreign countries.....	2,731	4,816	350	69	513
Total.....	61,017	44,788	24,323	30,765	18,358
TURPENTINE OIL.					
United States.....	1,559	2,488	2,790	138	294
United Kingdom.....	18,818	13,485	8,962	7,034	6,309
Other foreign countries.....	402	77	36	48	5
Total.....	21,779	16,050	11,788	7,220	6,608

These figures credit the United Kingdom with the bulk of turpentine oil imported by India, but, as in the case of the rosin from the United Kingdom, it must be mainly American or French in origin,

as no turpentine oil or rosin is produced in the British Empire except in India itself.

The quantity of Indian rosin exported is small, average only 56 hundredweight per annum in the five-year period from 1911-12 to 1915-16; but in 1916-17 it amounted to 1,492 hundredweight, most of which went to Java. The reexports of rosin (foreign merchandise) from India amounted to 700 hundredweight in 1916-17, 468 hundredweight in 1915-16, 614 in 1914-15, 1,329 in 1913-14, and 1,253 in 1912-13.

Distribution of Pine Forests in India.

Pine forests occur in the mountains of India from Afghanistan, through Kashmir, Punjab, and the United Provinces to Bhutan and Assam, and in Upper and Lower Burma. Five species of pine are indigenous to India, and their distribution is as follows:

Pinus longifolia Roxb., the chir pine, occurs in the Outer Himalaya and Siwalik Range, and also in the valleys of the principal Himalayan rivers, at an altitude of 1,500-7,500 feet. It extends westward to Afghanistan and eastward to Bhutan.

P. excelsa Wall., the kail or blue pine, is found in the temperate Himalayas at 6,000-12,500 feet. It has a similar range to *P. longifolia* but is not indigenous in central and northwestern Kumaun and Sikkim.

P. khasya Royle, the dingsa or khasia pine, occurs at elevations of 3,000-7,000 feet in the Khasi hills and hills of the Lushai country of Chittagong in Assam, and in the Shan hills and hills of Martaban in Burma.

P. merkusii Jungh. and de Vriese, the tinyu, is essentially a Burmese species, and is found in the hill forests of the Shan States and Tenasserim at elevations of 500-3,500 feet.

P. gerardiana Wall., the neosia or Himalayan edible pine, is found in isolated areas on the inner dry and arid West Himalayas from the Niti Pass in Garhwal (United Provinces), westward to north Afghanistan.

Area of Pine Forests.

So far as the commercial production of turpentine and rosin in India are concerned, the most important special is *P. longifolia*, smaller quantities being derived from *P. excelsa* and *P. khasya*. It is not possible to state accurately the areas covered by these pines in India, as many of the forests have not been fully surveyed. According to Troup, the area in which *P. longifolia* is more or less gregarious amounts to 2,068,530 acres (exclusive of the forests in Sikkim, Bhutan, Nepal, Mandi, the Frontier States, and Afghanistan). The principal localities, with the area of *P. longifolia* forests in each case, are as follows:

	Acres.
Gahrwal and Kumaun Himalaya, United Provinces.....	658,728
Tehri-Gahrwal State forests, United Provinces.....	368,667
Chakrata Division (Jaunsar, with Tehri-Gahrwal leased forests), United Provinces.....	54,955
Kangra, Northeast Punjab.....	106,947
Chamba State, Northeast Punjab.....	10,000
Kulu, Northeast Punjab.....	4,029
Bashahr, Northeast Punjab.....	11,273
Simla Hills, Northeast Punjab.....	37,401

	Acres.
Rawalpindi, Northwest Punjab.....	41,000
Hazara, Northwest Frontier Province.....	23,000
Kashmir, including Jammu and Poonch.....	692,480

Of the above-named regions, the tapping of pine trees for resin on a commercial scale is being carried on at present only in the Kumaun division of the United Provinces and in Rawalpindi, Punjab. In the case of all the species of pine referred to the area which can be profitably worked at present for the production of rosin and turpentine is considerably less than that given, but no figures of the available area appear to have been published.

Methods of Tapping and Distillation.

Many of the forest officers who started the oleo-resin industry in India were trained in the French forestry schools, and the "cup and lip" method of tapping pines in use in France was naturally adopted in India. This method is usually regarded as better than the American "box" system, as the best possible yield of oleo-resin is obtained with the minimum risk of injury to the tree.

In Kumaun tapping commences about March, and the cut is freshened about every 6 or 7 days (five times a month) throughout the summer. The tapping continues for 4 or 5 years and the trees are then rested for 10 years, so that only one-third of the total area of pine forest in actually being worked at any one time. Most of the areas in Kumaun are being tapped lightly, one channel being put on trees between $3\frac{1}{2}$ and $4\frac{1}{2}$ feet in girth, two channels on those between $4\frac{1}{2}$ and 6 feet, and three channels on those over 6 feet in girth. Those trees which are to be felled within five years, however, are tapped heavily, as many as 11 channels being put on them in some cases. A group of 2,000 trees which were "tapped to death" gave a yield of 450 hundredweight of oleo-resin during 1913, whilst under light tapping not more than 120 hundredweight could have been expected.

The methods of tapping adopted in the Punjab agree essentially with those in Kumaun. Experiments have shown, however, that a short freshening period is economically sound, and an interval of four days between successive tapplings is the standard now adopted in the Punjab.

Troup (The Work of the Forest Department in India, 1917) states that "it was in the factories and in the selection and devising of manufacturing methods best suited for the distillation of the Indian pine resin that the Forest Department found its hardest task, a task in which the Forest Research Institute at Dehra Dun and the Imperial Institute, London, gave much helpful advice and assistance." It was found that the comparatively primitive, direct fire-heat apparatus used in the distillation of the American oleo-resin was unsuitable for Indian oleo-resin, and in order to procure turpentine and rosin of good quality it was necessary to employ steam distillation, as is done in France.

Practice at the Jalloo Factory.

The following description of the process of distillation adopted at the Jaloo factory in the Punjab is taken from Troup's publication previously referred to. The methods employed at the Bhowali factory in the United Provinces are somewhat similar, but the plant is

not quite so modern, a defect which it is hoped to remedy at the close of the war.

The oleo-resin as received from the forests is first melted by steam, a little turpentine from a previous distillation being added to facilitate the process. On standing, the water, dirt, and other impurities sink to the bottom of the vat, and the clean oleo-resin is drawn off into storage tanks, whence a measured quantity is passed into the still. The latter is steam jacketed and kept hot by steam under pressure, so that any desired temperature may be attained. Steam is injected into the still, and the turpentine and water vapors which distill over are first passed into a trap still to catch any oleo-resin that may have come over and then into a condenser, the liquid turpentine and water being next separated in a mechanical separator.

To insure standard qualities, the turpentine is redistilled in a subsidiary still, and passed through lime water to remove any traces of resinous acids. It was formerly dehydrated by filtration through anhydrous sodium sulphate, but as this process is thought to be a possible source of contamination, the last traces of water are now removed by storing the turpentine for a time in bulk. In order to dispense with redistillation, experiments are in progress on fractionating the distillate during the primary distillation. The turpentine is put up for sale in 5-gallon drums bearing distinctive stencil marks, bung-hole disks, and labels to prevent tampering by retail traders.

The hot rosin in the still is drawn off by means of a valve and transferred to the rosin shed, where it is filtered through a layer of cotton wool and then run into casks, bags, or tins while still moderately hot and fluid. The rosin is graded according to American standard into pale, medium, and dark shades.

Future Position of the Industry.

It is anticipated that the Bhowali factory will, in a few years' time, be in a position to supply about 60 per cent of the total Indian consumption of turpentine, and well over 80 per cent of the rosin consumption. In addition, the distillery which it is proposed to erect at Tanakpur will have an approximate output of 25,000 gallons of turpentine, while the departmental operations in the Punjab will ultimately give a further 50,000 gallons, making a total of 200,000 gallons per annum and 4,000 tons of rosin. This will absorb practically all the workable forests of chir pine under the Forest Department.

To-day India is producing about 1,800 tons of rosin and 112,000 gallons of turpentine toward its annual requirements. Troup points out that at present the industry is practically in the position of having to retard or accelerate its expansion with direct reference to the speed with which the remainder of the Indian market can be secured and outside markets such as Java and China developed. It is here that closer cooperation with the trade interests of India is necessary, and more active measures have to be adopted to advertise Indian rosin and turpentine. It may be added that if transport were improved and cheapened, the cost of Indian turpentine and rosin might be materially reduced and the possible markets greatly increased.

As regards the financial aspect of the resin industry in India, E. S. Smythies states in the Indian Forester for April, 1916, that a normally fully-stocked chir forest under favorable conditions, such as obtain near Naini Tal, may be expected to produce a net annual revenue of 16 to 20 rupees [\$5.20 to \$6.50] per acre. In areas which are not so favorably situated and from which only one-third of the gross receipts may be taken as net profit (and this would apply to a very large proportion of the forests at present being worked), the financial result from the industry alone would still amount to 5 or 7

rupees [\$1.60 to \$2.25] per acre per annum net profit. Mr. Smythies estimates that the industry in India should in course of time produce a gross annual revenue of 30 to 35 lakhs of rupees [\$973,000 to \$1,135,000].

Suitability of Indian Turpentine and Rosin for British Market.

There is an ample market in the United Kingdom for any surplus of either turpentine or rosin that may be available for export from India. Whether any will be available for shipment in the future remains to be seen. The production of adequate quantities of turpentine of good quality in India may stimulate the domestic varnish and paint industries, so that the whole supply may be taken up in the country, and in any case it is likely that the nearer markets, such as Java, China, and Australia, will be supplied first. Further, comparatively little is definitely known as to the quantity of oleo-resin that may be available for distillation in India, particularly as regards *P. excelsa*, which yields the best oil.

There seems no doubt that if supplies should be available for export to the United Kingdom, there will be no difficulty in disposing of them there. Although Indian turpentine derived from *Pinus longifolia* differs from the American and French oils in certain respects (and it is this oil which is produced in commercial quantities), it can be used in place of either; the quality of the oil now being produced, as a result of the experience gained and the improved distillation methods, is greatly superior to that formerly put on the market, and British varnish makers who have had the opportunity to try it on a fair scale are well satisfied with its quality. In fact there is good reason to believe that Indian turpentine would now bring in England as good a price as American. The prospects of finding a market in Great Britain for Indian rosin are equally favorable.

EXTENDING THE BACK-HAUL PRIVILEGE.

The War Trade Board have by a new ruling (W. T. B. R. 155) extended the back-haul privilege under the general policy of restricted imports, hitherto applying only to convenient ports in Europe, to apply under the same conditions to convenient Mediterranean ports in Africa. The Shipping Control Committee will determine what ports are to be considered as convenient within the meaning of this regulation.

Furthermore, in interpreting the list of convenient ports for shipments from Europe, any Spanish or Portuguese port may be construed to include adjacent islands in the Mediterranean Sea or in the Atlantic Ocean north of the Grand Canaries, belonging to those countries. West Italian or Sicilian ports may be construed as including ports in Sardinia and other Italian Islands lying to the westward of the west coast of Italy.

Slaughter of Cows and Heifers in Brazil Regulated.

Vice Consul Richard P. Momsen reports from Rio de Janeiro, Brazil, that a decree has been issued prohibiting the slaughter of cows and heifers suitable for reproduction, and providing a fine of \$25 per head for all such animals killed for consumption.

PROPOSED REVISION OF NETHERLANDS BANK CHARTER.

[Commercial Attaché Paul L. Edwards, The Hague, May 2.]

The charter of the Netherlands Bank, which was last renewed in 1903, will expire on April 1, 1919, and the Government has proposed a law which would renew the charter on that date for another period of 15 years. This newly proposed law differs in many respects from the present charter; some of the modifications are important and significant, while others are purely formal or of local importance.

It is expected that the new charter will be approved by the legislature during the present session without any important alterations.

Among the most important modifications, which are the direct result of war conditions, are the following proposals:

The law now in force provides that the sum of money which the bank loans on paper payable abroad may not exceed the so-called metal balance for a longer period than 14 consecutive days. This balance consists of the gold and silver holdings over and above the metal "cover," which is required to be 20 per cent of the demand liabilities—banknotes, credit balances in accounts current, and local checks. (The required metal cover was reduced from 40 per cent early in the war.) The new charter will remove this restriction and thus permit the Netherlands Bank to advance money on foreign paper with more freedom.

Discounting Foreign Paper—Reserve Fund.

At present the Netherlands Bank is permitted to discount bills of exchange, drafts, and notes only when they bear two approved indorsements, providing also the period of their currency is not longer than the custom of the trade requires and in no case longer than six months. The new law, which is much less restrictive, simply states that such paper may be discounted if its period of currency is not longer than the custom of the trade requires. At present, other evidences of indebtedness may be discounted if they are payable in Holland within three months; it is proposed to extend this period to six months.

Probably the principal purpose of the above modifications is to enable the bank more freely to accommodate exporters of Dutch goods, who are continually forced by their foreign creditors to accept paper in payment for purchases on account of the high rate of exchange on Holland. [Normally the Dutch florin is worth \$0.402 gold; the United States Treasury circular for the April, 1918, quarter places its value at \$0.4575.] The fact that the paper which is taken in discount by the bank will not have to bear two approved indorsements does not imply that the bank will permit a lowering of the standard of the paper which it accepts; it still has the right to reject paper which it does not think desirable from the point of view of national interest, and to require security for paper which it does accept.

Another important proposal is that the reserve fund, which was formerly restricted to 5,000,000 florins (being 25 per cent of the share capital), with the approval of the Minister of Finance may be enlarged by a special reserve fund. Since early in the war the bank has felt the need of this measure. A pension fund for employees of the bank will also be established. Hitherto the reserve fund could

be invested only in Netherlands State debts and in securities quoted on the Amsterdam and other important European stock exchanges. According to the proposed charter this fund may be invested in any way that may be approved by the directors and managers of the bank.

Cashing of Dividend Warrants Prohibited—Other Changes.

During the war the Netherlands Bank has developed to a very important degree the business of cashing or collecting coupons and dividend warrants of securities held by Hollanders. The amount of this business alone during the year ending March 31, 1917, was over 600,000,000 florins. The Minister of Finance proposes in the new charter to prohibit the bank from carrying on this business, on the grounds that the governmentally chartered bank of issue (i. e., the Netherlands Bank) has an undue advantage over the provincial banks, and on the further ground that such activities are not primarily within the province of a bank of issue. This proposal seems generally to be meeting with popular approval.

Some of the less important proposed revisions of the new charter are:

The period of notice which the State must give before it may deprive the Netherlands Bank of the right of issuing paper money is lengthened from one year to five years. This is at the special request of the bank, which intends shortly to construct a new building in Amsterdam which can not be completed within a short space of time.

The profits of the bank are to be divided according to a new system so that the State (which has received an average of about 3,200,000 florins during the past 12 years as its share of the profits) will probably receive some 600,000 florins more per annum.

A rather radical departure in the internal organization of the bank will be the institution of a special committee of advice, comprised of men engaged in business, as a consultative body which will assist in the formation of the bank's policies.

NEW VOLUME OF COMMERCIAL STATISTICS.

Complete foreign-trade statistics for the fiscal year 1917 are now available in a single volume entitled "Commerce and Navigation of the United States, 1917." This is the original and only source of yearly American-trade statistics.

The new number contains 956 pages of statistical tables of our foreign commerce in 1917 and 53 pages of summary tables in most convenient form. In the full tables the figures are compared with those of 1916, 1915, 1914, and 1913; in the summary tables a comparison is made with 1916. There are a number of miscellaneous tables such as those showing the shipping at American ports.

The whole is handsomely bound in red cloth and makes a valuable addition to any reference library. Copies can be obtained at \$1.50 from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.

PARCEL-POST TREATY BETWEEN CHILE AND BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, May 24.]

By Decree No. 12, 962A, of April 10, 1918, the President of Brazil has promulgated the terms of an agreement recently concluded between Brazil and Chile for the direct exchange of parcel-post packages without declared value. This agreement was enacted by the Congress of Brazil on June 22, 1916, and approved by the President in Decree No. 3,426 of December 21, 1917, the ratifications of the respective countries having been signed on February 4, 1918, at Rio de Janeiro.

**EXPORTS TO CERTAIN "ENEMIES" IN SWITZERLAND
AUTHORIZED.**

Owing to the fact that the rationing agreement of December 5, 1917, relating to exports from the United States to Switzerland provides that the distribution in Switzerland of the articles exported under the agreement shall be governed by the rules and statutes of the Society Suisse de Surveillance (usually referred to as the S. S. S.) and owing to the further fact that certain Swiss firms who, under the rules of the S. S. S., are entitled to receive shipments of American goods fall within the definition of "enemies" with whom trading is prohibited by the Trading with the Enemy Act except under license from the War Trade Board, the War Trade Board has issued a general license permitting American exporters to make shipments to such firms of rationed commodities without obtaining an individual Enemy Trade License covering the transaction, provided certain conditions are complied with. This authorization is set forth in the War Trade Board ruling (W. T. B. R. 153) which follows:

A general license is granted to all persons, firms, or corporations in the United States to trade (by exporting merchandise to such "enemy" persons, firms, or corporations and by receiving payment therefor) with, for, or on account of such "enemy" person, firm, or corporations as by the terms of Article 3 of the statutes of the S. S. S. may not be excluded from the benefit of receiving commodities from the S. S. S.

This license shall be subject to each of the following conditions:

(a) The exportation or shipment of any such merchandise out of the United States shall be authorized by a duly issued export license;

(b) Such payments shall be made to the person, firm, or corporation in the United States entitled thereto only through a dealer duly licensed by the Federal Reserve Board pursuant to the Executive Order of January 26, 1918;

(c) Such trading shall be limited to the delivery to such "enemy" commodities or articles enumerated in the several schedules annexed to said memorandum of December 5, 1917, subject to the conditions of said memorandum, and the receipt of payment therefor;

(d) Prior to receipt of payment by the person, firm, or corporation in the United States, a certificate shall be issued in duplicate either by the S. S. S. or by a dealer only licensed by the Federal Reserve Board pursuant to the Executive order of January 26, 1918, or by a foreign correspondent of such dealer, who has signed the declaration required to be signed by said order, certifying that such "enemy" person, firm, or corporation is entitled to receive and has received or will receive delivery of said commodity pursuant to the provisions of said article 3, and specifying the description, character, and value thereof, and stating that no other certificate has been issued covering the same transaction;

(e) The person, firm, or corporation in the United States receiving payment or engaging in said transaction shall retain one of said duplicate copies and forward the other copy to the Federal Reserve Board for filing.

CURAÇAO TRADE IN WOODS.

[Vice Consul C. S. Gorsira, Curaçao, Dutch West Indies, May 27.]

Before the war a considerable business in woods was done at Curaçao. Woods from the Venezuelan ports, Maracaibo and Carupano, and from Dominican ports were carried to this place for transshipment to the United States and to Europe. Maracaibo relies almost entirely on Curaçao for the exportation of woods, owing to a sand bank at the entrance of the Gulf of Maracaibo, which makes it impossible for vessels with a draft of over 12 feet to go into or out of the gulf. Dealers in Maracaibo woods, as a rule, own light-draft sailing vessels built to trade with Curaçao. Some of the dealers own tracts of land in the interior of Maracaibo with forests on them. Carupano sends woods to be transhipped here to Mediterranean ports, as no steamers calling at Carupano go to the Mediterranean.

The principal woods transhipped at Curaçao are as follows: From Maracaibo—boxwood, guayacan, ebony, cedar, fustic, and membrillo; from Carupano—vera; from Dominican ports—vera, ebony, almacigo boards, greenheart, campeche, brazilletto, mahogany, cedar, spar or lancewood, candelon, canalete, cocobola, chupon, curarire, fustic, guayacan, lignum-vitæ, partridge, and roble.

Restrictive rules, lack of shipping space, the irregular calls of steamers, and the suspension of the service of different lines have nearly killed the wood business. Preference is now given to coffee and sugar, which pay lower freight and are easier to handle.

Wood Exports from Curaçao to United States—Kinds of Woods Used.

The following table shows the exports of woods of various kinds from Curaçao to the United States in 1912 and 1913:

Kinds of woods.	1912	1913	Kinds of woods.	1912	1913
Boxwood.....	\$35,475	\$18,015	Lignum-vitæ.....	\$1,440	\$7,570
Brazilletto.....		1,426	Mahogany.....		669
Carreto.....	125	304	Oak.....	631	438
Cedar.....	100	2,797	Partridge.....	1,035	
Chupon.....	24	3	Vera.....	4,822	3,431
Curarire.....	512		Other hardwoods.....		2,749
Ebony.....	596	1,652			
Fustic.....		15,175	Total.....	44,750	54,229

The total quantity of woods transhipped at this port to all countries in 1912 was 18,882 tons and in 1913, 16,265 tons of 2,240 pounds.

For the construction of buildings, for beams, floors, and ceilings and for ship's planking American pitch pine is used. Masts are made from American spruce and keel, knees, and beams of vessels constructed here from Venezuelan hardwoods. Construction wood (lumber and other) to the value of \$44,762 was imported in 1912 and to the value of \$26,650 in 1913. The import duty on woods at Curaçao is 3 per cent of the value at port of shipment.

[The names of importers and dealers in woods at Curaçao may be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices. Refer to file No. 102706.]

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FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements-----	27145	Hosiery-----	27138, 27143
Candles-----	27138	Leather-----	27138
Chemicals and drugs-----	27139	Lighters, cigars, and cigarettes-----	27141
Cotton goods-----	27143	Linen and worsteds-----	27143
Cutlery-----	27146	Petrol-----	27138
Enamel ware-----	27146	Preserves-----	27139
Fire engines and supplies-----	27142	Shoes-----	27138
Galvanized iron-----	27146	Soap-----	27139
General agencies-----	27140	Thread-----	27144
Glass-----	27138	Tobacco-----	27138
Hardware-----	27140	Yarn-----	27143

27138.†—A firm in France is in the market for cotton textiles and hosiery, shoes, leather, window and mirror glass, candles, leaf tobacco, and petrol. Will accept any reasonable terms of payment. Correspondence should be in French. References.

27139.*—An agency is desired by a man in England for the sale of soap, preserves, chemicals, and drugs. Payment will be made by cash against ocean bill of lading. Quotations should be made f. o. b. New York. Reference.

27140.*—A man in Venezuela wishes to secure agencies for the sale of American merchandise. He mentions no particular line. Correspondence may be made in English.

27141.*—A man in England desires to purchase tinder lighters, petrol lighters, and cigar and cigarette lighters of all kinds. Also flints for tinder and petrol lighters. Cheaper qualities are desired. Payment will be made by cash on delivery or 30 days draft. Quotations may be made f. o. b. New York.

27142.*—An association in Mexico would like to buy a new modern motor-driven fire engine suitable for town of about 15,000 inhabitants, one fire alarm apparatus with dozen or two dozen alarm boxes, and one or two dozen firemen's hats. Quotations should be made c. i. f. El Paso, Tex. Goods should be packed for inspection at border, showing weights as gross, net, and tare. Correspondence should be in Spanish. References.

27143.*—An agency is desired by a man in England for the sale of hosiery, cotton yarn, cotton piece goods, and worsteds and linens. Quotations may be made f. o. b. New York. Payment will be made by cash against ocean bill of lading. Reference.

27144.*—A firm in China wishes to secure an agency for the sale of pure white cotton thread. Samples of thread, showing kind desired, may be examined at the Bureau or its district offices. (Refer to file No. 102754.) The thread should be put up in skeins and put up in bundles of from 28 to 32 skeins. This kind of thread is used for lace making and large quantities are desired annually. Correspondence may be in English. References.

27145.†—An agency is desired by a man in France for the sale of agricultural implements. Correspondence should be in French. References.

27146.*—A man in England would like to secure an agency for the sale of cutlery, hardware, enamel ware, galvanized iron, etc. Quotations may be made f. o. b. New York. Payment will be made by cash against documents. Reference.

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1918

CONTENTS.

	Page.		Page.
Special forecast of India's wheat crop.	17	Restriction on import of plumbago or graphite extended.	22
Increased area under flax in Ontario.	17	Commission to control New Brunswick forests.	22
Establishment of a pomicultural station in Brazil.	18	Appeal to department force to economize in fuel.	23
Norwegian shipbuilders adopt "cost plus" plan.	18	India's 1917-18 sesame crop.	24
Storage and protection of Scotch packed herring.	19	Review of South African trade for 1917.	24
Refund for censored cables.	19	Revocation date of certain export licenses postponed.	27
Import of foreign securities into Holland.	20	Esparto industry of Valencia district.	29
Market desired for Mexican fibers.	20	Substitutes for tin containers in England.	30
Correction.	20	Conditions affecting the Adea hide market.	31
Canadian research fellowships and studentships.	21	Offices of the Bureau of Foreign and Domestic Commerce.	32
Associations of closed-down German factories.	21		

SPECIAL FORECAST OF INDIA'S WHEAT CROP.

A special forecast of India's wheat crop of 1917-18, published in the Indian Trade Journal for April 26, 1918, gives the total area reported as 35,461,000 acres, as compared with 32,962,000 acres at the corresponding date a year ago, an increase of 8 per cent. As compared with the final figure of last year (32,940,000 acres) the present estimate also shows an increase of 8 per cent.

The total yield is estimated at 10,277,000 tons, as against 9,929,000 tons estimated at this time last year, or an increase of 3.5 per cent. Although there was an increase in area there was not, because of deficient winter rains, anything like a similar increase in outturn. "All things considered," says the Journal, "the outturn of the crop is slightly above the revised final estimates of last year (10,234,000 tons)."

INCREASED AREA UNDER FLAX IN ONTARIO.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, June 17.]

Owing to the increasing demand for flax fiber from which the fabric for aeroplanes is manufactured, representatives of the British War Office were sent to Canada in the early part of the year to further encourage the growing of flax in the Dominion and a greatly increased supply is now assured this year. The Ontario Government has taken effective steps to encourage farmers to devote additional acreage to flax, and reports received show that there is now every likelihood of Ontario's production being increased from 4,000 acres prior to the war to 10,000 acres this year.

There are 40 flax mills in Ontario, and while a large proportion of the Canadian flax crop is grown for seed, the Province will produce considerable fiber for the manufacture of fabric for aeroplanes as well as for seed.

ESTABLISHMENT OF A POMICULTURAL STATION IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 24.]

The President of Brazil has authorized the transformation of the experimental station at Deodoro, Federal District, into a pomicultural station, which is to serve as a model for the farmers of the district, as a practice school for students who expect to take up this line of agriculture, and as a nursery for the production of fruit trees for free distribution to planters.

The work of the station will comprise the following activities: (1) The production of domestic fruit trees and those foreign types already selected and acclimatized; (2) the introduction of new foreign species; (3) the improvement, by rational cultivation, of indigenous fruit trees; (4) the study of insect pests, with a view to discovering means of destroying them; (5) the study of better methods of transporting plants and of packing fruit; (6) the study of improved processes of conserving fruits in their natural state, or in the form of preserves, and of their distribution to the trade; and (7) the maintenance of apprenticeships for young men between the ages of 15 and 18 for instruction in pomology.

Besides these activities, the station will maintain a field for the cultivation of fodder vegetables; a horticultural and gardening section; and a practical course in plowing, not only for the apprentices in the station, but also for the farmers of the surrounding territory.

The personnel of the station will include a director and four assistants, the director to receive a salary of 8,400 milreis (about \$2,100 in American currency) per annum.

NORWEGIAN SHIPBUILDERS ADOPT "COST PLUS" PLAN.

[Vice Consul H. E. Carlson, Christiania, May 21.]

Before the war the usual method of contracting for the building of a vessel was to award the contract to the lowest bidder or to the builder who promised to build the vessel in the shortest time. This method of closing contracts had been approved by long usage, and was undoubtedly the correct one under conditions that were stable and where prices for raw materials and where wages were more or less stationary, but the European war has brought about a change of practice. The Norwegian shipbuilders had, no doubt, several unfortunate experiences before they came to the conclusion that a system similar to the American "cost plus" plan would have to be adopted.

Contracts signed under this system place the burden of costs upon the man ordering the vessel, and not upon the builder. In the past the builder agreed to build a vessel of certain dimensions for a certain fixed price and perhaps within a certain set time. Now, however, the new contracts contain a clause to the effect that the owner engages to return to the builder, when the vessel is ready for delivery, all of the latter's outlays and expenditures incurred in the construction of the vessel, plus a certain percentage, which is intended to cover the items of expenses connected with management, administration, and profit. This renders the builder independent of sudden advances in the prices of raw materials, and also of advances in wages which must be made to the workmen.

How the System Works.

An example of the way in which this system works recently appeared in one of the Norwegian papers. The vessel to be built is placed at 1,150 tons deadweight and the percentage at 60 per cent, which, it is claimed, is lower than the rates usually named in contracts. It is estimated that the steel used in the construction of the vessel would amount to 370 tons. The current price for steel being 800 crowns (\$214.40) per ton, the outlay for this purpose would therefore amount to 296,000 crowns (\$79,328). Grouping the various outlays we would get the following: Steel, 296,000 crowns (\$79,328); wages, about 100,000 crowns (\$26,800); machinery, about 160,000 crowns (\$42,880); equipment, about 80,000 crowns, (\$21,440); total, 636,000 crowns (\$170,448); plus 60 per cent, or 381,600 crowns (\$102,268); grand total, 1,017,600 crowns (\$272,716).

According to these statements the vessel would cost about 885 crowns (\$237) per ton. This seems to be rather high, but reductions in the price of the steel might bring the price per ton down by several dollars. On the other hand it is worthy of note that the average "plus" charge is liable to be much more than 60 per cent, in these days when profits in ships and ship shares are soaring in the region above 100 per cent. It seems, however, that the "cost plus" system is the only means whereby the builder can protect himself against sudden advances in prices and wages.

STORAGE AND PROTECTION OF SCOTCH PACKED HERRING.

[Consul James S. Benedict, St. Johns, Newfoundland, June 12.]

On recommendation of the Herring Fishery Board, the governor in council has approved the following new rule regarding the storage and protection from weather conditions of Scotch packed herring on arrival at St. Johns for transshipment or export:

Directly upon the arrival of Scotch packed herrings at St. Johns for transshipment, the owners or their agents shall immediately take charge of same, see that they are properly stored upon the belges, and otherwise protected from the effects of the weather, recoopered and repickled if so instructed by an inspector, otherwise the board may cause shipment to be deferred until such time as said instructions have been complied with, and if at any time an inspector may have reason to believe that herrings through delay in transshipping or otherwise may have deteriorated in quality through loss of pickle, exposure, or from any other cause, he shall have power to cause them to be opened and examined in his presence, and if necessary (although previously inspected and branded), may cause the Crown brand to be removed therefrom.

REFUND FOR CENSORED CABLES.

The Bureau of Foreign and Domestic Commerce has been advised by the chief cable censor that the repayment of tolls for cables originating in the United States which are stopped by the United States censorship before leaving the United States is not absolutely prohibited by censorship. Requests from cable users for refunds are considered individually and on their merit, and the cable companies are allowed to make refunds when evidence of nondelivery is presented and when no military objection exists. Refund is infrequently denied when requested by loyal firms.

IMPORT OF FOREIGN SECURITIES INTO HOLLAND.

[Commercial Attaché Paul L. Edwards, The Hague, May 11.]

A bill has just been introduced into the Netherlands States-General, which would give the Minister of Finance complete control over the importation into Holland of almost all kinds of securities. In presenting this bill the Minister drew attention to the fact that from information which he had obtained from the Netherlands stamp-tax offices he has reason to believe over 200,000,000 florins (\$100,000,000 at present rate of exchange of 2 florins per \$1) in foreign securities have been imported into Holland since January 1, 1917. He and the leading financiers of the country are particularly desirous that Holland's abundance of money should not lead to a too-free investment in long-term claims upon foreign countries. The proposed law would give the Minister of Finance authority to prevent the importation, issue, placing in circulation, transfer, and hypothecation of foreign public stocks and bonds of all sorts, of all evidences of ownership issued in Holland against deposits of share certificates and bonds of concerns established abroad, and also of interest and dividend certificates issued in Holland for the account of foreign concerns.

Mail coming to Holland is uncensored by the Netherlands authorities. If such mail is believed to contain foreign securities the import of which is forbidden, the letters will have to be opened in the presence of an officer of the Government. In Holland, when securities are sold, hypothecated, transferred, or otherwise leave the possession of a person, they have to be stamped at the stamp-tax office. If they do not appear at the stamp-tax office, their presence may remain unknown. Thus there still remains the possibility (even should the proposed law be passed) that persons in Holland may clandestinely import foreign securities and hold them continually in their own possession. It is not thought that this clandestine trade would reach an appreciable amount.

[Earlier rules—those of the Financial Department of the Netherlands Oversea Trust—governing the importation of securities into Holland were given in **COMMERCE REPORTS** for Aug. 18 and 20, 1917.]

MARKET DESIRED FOR MEXICAN FIBERS.

An American consular officer has forwarded the name of a person who desires to get in touch with persons in the United States who are interested in the importation of Mexican fibers, such as henequen, pochote, etc. He is prepared to sell outright, act as commission merchant, and also as agent. The name of the inquirer can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 102860.

Correction.

In the article on the earnings of French railways in **COMMERCE REPORTS** for April 23 the figures of the receipts of the Eastern and Northern lines in the table, on page 306, should be reversed. The receipts of the Chemins de fer du Nord for 1917 were, accordingly, \$51,102,154, and those for the Chemins de fer de l'Est \$49,835,302.

CANADIAN RESEARCH FELLOWSHIPS AND STUDENTSHIPS.

[Abstract of article in Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, June 17.]

The Research Council at Ottawa was established to promote research in pure and applied science, especially in sciences related to the industries. Research in Canada has been largely suspended during the last three years, except in a few of the leading industrial establishments and smelting plants. The scientific staffs of the universities have been greatly depleted by the enlistment of their members, and those left, burdened with heavier teaching duties, have been unable, except in a very few cases, to do more than carry out their routine work. The effect on research work in Canada will be very serious, unless measures are taken soon to supply the growing deficiency. To encourage research in pure science, with special emphasis on sciences that are apt to have an industrial application, the Research Council has instituted a large number of studentships and fellowships tenable at any of the Canadian universities, which are granted to graduates or others who have shown that they are capable of conducting scientific research. The studentships are valued at \$750 and the fellowships at \$1,000 to \$1,500 per year.

There are to-day eight students and fellows of the Research Council in various Canadian universities. Among the subjects under investigation are the following: The economic utilization of the tar sands of Alberta, the utilization of straw for light, heat, and power, and rubber solutions and colloids. None of these investigations has been completed, but encouraging results have been reported.

Copies of the regulations governing these studentships and fellowships may be obtained on application to the secretary of the Research Council, Ottawa.

ASSOCIATIONS OF CLOSED-DOWN GERMAN FACTORIES.

[Board of Trade Journal, June 13.]

The Association of Closed-down Cotton Weaving Factories in Germany, founded in March, with its headquarters in Dresden, informs the *Munchner Neueste Nachrichten* that it has been joined by very many concerns, including the most important of those affected. The association aims at securing for the closed-down factories a representation proportionate to their number and importance in the war economic organs, so that questions affecting their whole existence shall not be decided exclusively under the influence of the concerns not closed down. The association further demands that in the removal of important business equipment consideration shall be paid to the vital necessities of closed-down concerns, and that the question of indemnification shall be settled on principles different from those now in force and corresponding with the demands of equity.

A Union of Closed-down Cotton Weaving Factories has been established at Munchen-Gladbach, which has already been joined by 50 factories in the district. The object of this union is to safeguard the interests of its members, both now and during the period of transition.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

RESTRICTION ON IMPORT OF PLUMBAGO OR GRAPHITE EXTENDED.

The restriction upon the import of plumbago or graphite has been extended by the War Trade Board in a new ruling (W. T. B. R. 157), to be effective for the entire calendar year of 1918. Under the List of Restricted Imports No. 1, this restriction was made absolute until July 1 of this year, the possibility of importing not to exceed 5,000 long tons for the remainder of the year being left open should investigation prove that stocks in this country were inadequate to meet the home requirements for the entire year. As a result of the investigation it has been found that present stocks, together with the home production, suffice to meet the home requirements until well into 1919. The restriction has therefore been continued in effect, and the Bureau of Imports has been instructed to issue no licenses for the importation of plumbago or graphite for the rest of the calendar year.

COMMISSION TO CONTROL NEW BRUNSWICK FORESTS.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, June 20.]

Under legislation passed at the recently concluded session of the Parliament of New Brunswick, a commission to take full charge of the forests on the crown lands of the Province was authorized. The formation of this commission has now been completed by the appointment of a representative of the private timberland owners. Others comprising the personnel are the Minister of Lands and Mines, the deputy minister, the chief forester, and a representative of the holders of timber licenses under Government authority.

Recent Forestry Activities in the Province.

While noting the appointment of this commission, a few remarks regarding recent forestry activities in the Province may be in order. During the year ended October 31, 1917, about 925,000 acres were covered under a system of forest survey and land classification then in force. The cost of this work, for the field service alone, was about 2½ cents per acre. In all, since the general project was inaugurated some two years ago, 1,250,000 acres have been brought under the scrutiny of agents of the Government. It is to assist further in accomplishing the object of forest conservation that the commission now formed has been appointed. Under its control reorganization of the forest service and its coordination under a single head will be possible. Specifically, the commission will seek to develop practical measures for fire protection, supervise scaling operations, enforce cutting regulations on crown lands, and continue the forest survey and land classification branches of the work.

The Government's Plans for the Forests.

In the ninth annual report of the Canadian Conservation Commission (1918) the following paragraph appears regarding the desire of the New Brunswick government in respect of the forests of the Province:

The government of New Brunswick wishes, eventually, to manage the provincial Crown lands on a permanent instead of a temporary basis, by harvesting each year only the equivalent of the annual growth. The vital importance of this from the viewpoint of the future is plain when it is considered that the estimated amount of spruce and balsam in New Brunswick is equivalent to only

about 30 times the present annual cut of these species for lumber and pulpwood. This statement, of course, disregards the annual growth, the amount of which is purely conjectural, but is known to be much less than would be the case under good management. This only serves to emphasize the urgent necessity for increasing production and eliminating unnecessary waste. It is well known that a vast amount of material is wasted in the woods, much of which could be utilized with proper care, thus relieving to that extent the heavy demands upon the forest. Further, the coniferous species, or soft woods, are being heavily overcut in proportion to the hardwoods. There is urgent need for the development of hardwood-using industries to equalize the strain. To form the basis for a policy calculated to solve these various problems is the principal object of the forest survey.

It will be observed that the opinions above expressed, which were uttered at Ottawa at the Conservation Commission's meeting in November last, have now been crystallized into a practical project by the creation of the forestry commission from which much is expected in the way of efficient management of the chief revenue-producing industry of the Province.

Building of Watch Towers.

The commission at its first sitting in Fredericton, the provincial capital, appointed an examining board to investigate the qualifications of all employees in the forestry service. The commission also decided to proceed with the erection of watch towers for the early detection of fires, and four or five will be built this year on the highest point of the principal forest areas, commanding a wide survey of the surrounding country. These will be wooden structures of the most approved design. It was decided, also, to begin the cutting of forest trails and the building of telephone lines. Fire-fighting equipment will be purchased and located at various strategic points.

APPEAL TO DEPARTMENT FORCE TO ECONOMIZE IN FUEL.

Owing to the possibility of coal shortage next winter, Secretary Redfield has appealed to the officers and employees of the Department of Commerce to employ all possible means to save coal during the coming months. The appeal follows:

To officers and employees of the Department of Commerce:

The fuel outlook at this date shows the possibility of a shortage in the coming winter. Various conditions may, indeed, improve the situation, but there is, of course, a possibility of an adverse change. From any point of view the situation is one that calls for every possible effort on the part of the Service under your charge in certain definite directions. These are:

- (a) The saving of coal in the use of that fuel.
- (b) The use of wood where practicable to replace coal.
- (c) Care in the use of electric lights and of gas.
- (d) Special measures of economy.

(a) *The saving of coal in its use.*—Careless and ignorant firing is responsible for the waste of much coal. I have heard that there was of old a proverb to the effect that if men would repent but for one day the millennium would immediately come. Certain it is that if all coal users did their firing with care and intelligence millions of tons of coal would be available that are now wasted. See that directions are given, followed so far as possible by careful personal instruction, to economize coal in every field station under your charge. He who fires a boiler wisely now may insure his wife and babies against cold next winter. Black smoke means poor apparatus or poor firing; in either case wasted money. He who makes 8 shovels of coal go where 10 went before serves his country well and helps win the war.

(b) *The use of wood where practicable to replace coal.*—In and about some field stations in your care may be wood available for fuel and not suited to

other use. A dead tree, a dead branch, a stump that can be split—these used as fuel where circumstances permit save coal and help win the war.

In a neighboring wood lot there may be lying dead trees. Possibly some arrangement may be made with the owner whereby they can be secured on a reasonable basis.

Let every effort be used to make wood that is only suitable for fuel take the place of coal. See that this is given primary and not perfunctory care.

(c) *Care in the use of electric lights and of gas.*—See that in the buildings used by your Service lights are not used before and after they are necessary. "Turn out the light" is always sound sense, but now has saving value.

Use electric lights of an economical size and kind. Some old types consume much more current than modern ones, particularly if the lamps are allowed to burn when they are old. The Bureau of Standards will advise you as to types. In many a closet, hall, and other place where no reading is required small lamps do as well as large ones (a 15-watt may replace a 25-watt or a 40-watt). On the other hand, where much light is required, one lamp of fairly large capacity is more efficient than a group of small ones. Here also the Bureau of Standards can assist you.

(d) *Special measures of economy.*—See that instructions are given not to open windows directly over radiators next winter if ventilation can be had any other way. It is easy by carelessness in this respect to double the condensing power of a radiator, hence to make double demand upon the boiler, so wasting fuel.

See that steam pipes are covered and that those already supposed to be covered are actually so.

There may be places where kerosene can be used as fuel so long as the supply thereof is good. (Consult the Fuel Administration.) If peat can be had use it where it will go.

Let every officer in charge of a field station reckon himself responsible for aiding the Fuel Administration. It is his patriotic duty in this matter of fuel to help the country.

INDIA'S 1917-18 SESAME CROP.

The general memorandum on India's sesame (til or jinjili) crop that appeared in COMMERCE REPORTS for March 26, 1918, was, as therein stated, final for all Provinces and Native States reporting, except Madras and Hyderabad. Final returns for these two are now available and necessitate the modification of the earlier figures.

The general results for all the Provinces from which reports have been received by the Indian Department of Statistics are as follows:

Period.	Area.	Production.
	<i>Acres.</i>	<i>Tons.</i>
1917-18.....	4,342,000	386,000
1916-17.....	5,028,000	513,000
Average for 5 years ending 1915-16.....	4,875,000	445,000

* Excluding Ajmer-Merwara.

In addition to the area for which particulars are given above, sesame is grown in certain other tracts in British India (mainly Burma), and the average area so grown for the last five years has been some 1,202,000 acres, with an estimated production of 89,000 tons.

REVIEW OF SOUTH AFRICAN TRADE FOR 1917.

[Consul General George H. Murphy, Cape Town, Apr. 16.]

The total values of imports into the Union of South Africa during the past five years (including the latest normal year, 1913) were as follows: In 1913, \$208,272,000; in 1914, \$177,101,000; in 1915, \$164,-

651,000; in 1916, \$200,427,000; and in 1917, \$186,706,000. Of the total for 1917, \$169,115,000 represents the value of imported merchandise; \$8,397,000, articles imported for South African Government; and \$9,194,000, specie. Of the total imports of merchandise the British Empire supplied the following amounts during the past five years:

	Amount.	Percentage of total.
1913.....	\$124,419,000	66
1914.....	105,097,000	69
1915.....	98,043,000	69
1916.....	130,846,000	70
1917.....	112,547,000	67

The United Kingdom alone supplied during this period:

	Amount.	Percentage of total.
1913.....	\$102,051,000	55
1914.....	86,332,000	57
1915.....	83,060,000	58
1916.....	110,687,000	59
1917.....	88,718,000	52

Imports from Non-British Countries.

The increase in the value of imports from the United States from 1913 to 1917 is shown by the following figures:

	Amount.	Percentage of total.
1913.....	\$17,851,000	9
1914.....	14,658,000	9
1915.....	21,486,000	15
1916.....	29,570,000	16
1917.....	30,310,000	18

The amounts credited to other sources of supply were as follows in 1917, compared with 1913:

Countries.	1913	1917	Countries.	1913	1917
Netherlands.....	\$4,118,000	\$1,738,000	Chile.....	\$1,129,000	\$1,752,000
Dutch East Indies.....	607,000	1,204,000	Switzerland.....	943,000	1,416,000
Sweden.....	3,387,000	4,002,000	Portuguese East Africa.....	868,000	1,251,000
Brazil.....	3,054,000	2,584,000	Argentina.....	821,000	396,000
France.....	2,914,000	2,157,000	Denmark.....	629,000	165,000
Belgium.....	2,812,000	56,000	Japan.....	534,000	3,557,000
Belgian Kongo.....	2,000	144,000	Germany.....	16,563,000	30,000
Norway.....	1,795,000	1,072,000	Austria-Hungary.....	731,000	2,000
Italy.....	1,542,000	1,046,000	Turkish Empire.....	246,000	49,000

As compared with the figures for 1913, imports from the Netherlands, Belgium, Denmark, and Argentina fell off very considerably in 1917. There were less conspicuous decreases in the cases of Brazil, France, Norway, and Italy.

There were small increases for Sweden and Chile and relatively larger ones for Belgian Kongo, Dutch Indies, Switzerland, and Portuguese East Africa.

Increased Trade With Japan—Imports by Classes.

Japan's share of the trade increased from \$534,000 in 1913 to \$3,557,000 in 1917, raising its standing among the non-British sources of supply from the fourteenth to the third place, it being now surpassed only by the United States and Sweden. The total imports from non-British countries amounted to \$62,497,000 in 1913 and \$54,-

449,000 in 1917. Of this trade the United States supplied 29 per cent in 1913 and 55 per cent in 1917.

Imports into the Union of South Africa from Rhodesia were valued at \$573,000 in 1913 and \$2,119,000 in 1917.

By classes the imports were as follows:

Articles.	1913	1917	Articles.	1913	1917
Animals, live.....	\$1,277,000	\$271,000	Manufactured articles—		
Agricultural supplies.....	3,677,000	2,838,000	Continued.		
Food and drink.....	35,909,000	24,483,000	Oilman's stores.....	\$6,732,000	\$9,001,000
Raw materials for manu-			Textiles, wearing ap-		
factures:			parel, etc.....	50,379,000	60,237,000
Metals and minerals,			Other.....	36,746,000	33,085,000
raw or partly man-			Total.....	186,916,000	166,998,000
ufactured.....	7,833,000	8,682,000	Imports from Rhodesia..	573,000	2,119,000
Other.....	10,659,000	8,337,000	Imports for South Afri-		
Manufactured articles:			can Government.....	16,071,000	8,397,000
Furniture, etc.....	6,356,000	3,778,000	Specie.....	4,712,000	9,194,000
Machinery, etc.....	14,054,000	9,138,000	Grand total.....	208,272,000	186,703,000
Metal manufactures					
(not including ma-					
chinery).....	12,288,000	7,203,000			

Exports from South Africa.

The total values of exports from the Union during the past five years were as follows, gold not being included in the figures for 1915, 1916, and 1917: In 1913, \$324,399,000; in 1914, \$195,747,000; in 1915, \$82,046,000; in 1916, \$116,535,000; and in 1917, \$139,414,000. Of the total for 1917, \$125,517,000 represents the value of exported merchandise of domestic origin; \$12,686,000, imported goods reexported; \$465,000, over-sea exports through general post office; and \$746,000, specie.

Of the total exports of merchandise the British Empire received:

	Amount.	Percentage of total.
1913	\$289,521,000	91
1914	167,574,000	89
1915	53,034,000	72
1916	83,372,000	80
1917	78,308,000	62

The United Kingdom alone received South African merchandise valued at \$286,294,000 in 1913, \$164,395,000 in 1914, \$47,980,000 in 1915, \$76,523,000 in 1916, and \$67,025,000 in 1917.

Exports to United States and Other Countries.

Exports of merchandise to the United States amounted to only \$2,609,000 in 1913 and \$1,349,000 in 1914, but increased to \$11,332,000 in 1915, \$15,437,000 in 1916, and \$27,254,000 in 1917.

Shipments to other countries were as follows in 1917 as compared with 1913, the latest normal year:

Countries.	1913	1917	Countries.	1913	1917
Belgium.....	\$3,396,000		Japan.....	\$200	\$13,831,000
France.....	960,000	\$795,000	Portuguese East Africa.....	945,000	1,132,000
Netherlands.....	39,000		Austria-Hungary.....	40,000	
Italy.....	207,000		Germany.....	10,424,000	

Exportation from South Africa to Belgium, Netherlands, Italy, and Russia ceased entirely in 1917, and there was a less conspicuous decrease in the case of France.

There were small increases for French colonies and Portuguese East and West Africa. Japan's share of the trade increased enormously—from \$200 in 1913 to \$13,831,000 in 1917—owing to increased wool purchases and to direct steamer connection between the two countries. As a non-British purchaser in the South African market, Japan now holds second place, being surpassed only by the United States.

Cargo Handled at Union Ports.

The amounts of cargo landed in and shipped from Union ports in 1917 were as follows:

Nationality of vessels.	Cargo.		Nationality of vessels.	Cargo.	
	Landed.	Shipped. ^a		Landed.	Shipped. ^a
	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
British.....	1,026,849	2,465,473	Russian.....	36,853	7,181
Norwegian.....	90,027	56,085	Dutch.....	13,527	39,035
Swedish.....	63,080	36,776	Danish.....	20,970	13,229
Spanish.....	9,542	30,515	French.....	17,111	12,575
Portuguese.....	1,335	27,681	Greek.....		1,634
Japanese.....	44,408	137,673			
American.....	27,642	12,292	Total.....	1,351,349	2,840,149

^a Includes bunker coal.

REVOCATION DATE OF CERTAIN EXPORT LICENSES POSTPONED.

The War Trade Board announces (in a new ruling, W. T. B. R. 156) that all outstanding export licenses granted on or before May 14, 1918, for shipments to the United Kingdom, France, Italy, and Belgium (excluding their colonies, possessions, and protectorates) will not be revoked on July 1, 1918, as announced on May 13, 1918 (W. T. B. R. 104), but instead will be revoked on July 14, 1918. Therefore, licenses to export to the above-mentioned territories which were granted on or before May 14, 1918, must be used on or before July 14, 1918, after which they will not be valid. Such licenses shall be deemed to have been used within the period of their validity, if the shipping documents conform to the provisions of the regulations governing the expiration date of export licenses as announced June 29, 1918 (W. T. B. R. 152).

On and after July 15, 1918, licenses to export to the above-mentioned territories may be used only provided they have been issued on or after May 15, 1918. Steamship companies and other carriers should protect themselves by demanding from exporters satisfactory evidence that all licenses for shipments to the above-mentioned territories which are to be used on or after July 15, 1918, were granted on or after May 15, 1918. To obviate delays it is suggested that shippers show on all four copies of their "Shipper's Export Declaration" the date of the issuance of the license—as well as the expiration date thereof. If licenses issued prior to May 14, are not to be used before July 14, 1918, exporters may make application for new licenses. In such cases appropriate supplemental information sheets must be attached, and the application filed through the mission in the United States of the country to which the exportation is to be made, in the manner prescribed by the War Trade Board in the announcement of May 13, 1918 (W. T. B. R. 104).

Attention is called to the announcement made May 13, 1918 (W. T. B. R. 113), with respect to small shipments of less than \$100 in value to the United Kingdom, France, Italy, and Belgium (excluding their colonies, possessions, and protectorates). The date of the withdrawal of the authority of collectors of customs to license such shipments has likewise been postponed for a period of two weeks. Licenses of this character issued by collectors on or before July 14, 1918, shall be deemed to have been used within the period of their validity if the shipping documents conform to the provisions of the regulations governing the expiration date of export licenses, as announced June 29, 1918 (W. T. B. R. 152).

The attention of exporters of cotton is called to the fact that the War Trade Board have likewise postponed for a period of two weeks the expiration date of the special license issued through the customs service, under which shipments of raw cotton, excepting Sea Island and Egyptian cotton, have been proceeding to the United Kingdom, France, and Japan. This special license now expires on July 14, 1918. Raw cotton shall be deemed to have been shipped within the period of the validity of this special license if the shipping documents conform to the provisions of the regulations governing the expiration date of export licenses as announced June 29, 1918 (W. T. B. R. 152).

Shipments of raw cotton which can not be shipped against this special license under the above provisions will require individual licenses. Applications for such licenses to ship to the United Kingdom or to France must be accompanied by appropriate supplemental information sheets and must be filed through the mission in the United States of the country to which the exportation is to be made, in the manner prescribed by the War Trade Board in the announcement of May 13, 1918 (W. T. B. R. 104).

Particular attention is directed to the fact that the announcement of May 13, 1918 (W. T. B. R. 104), refers only to shipments to the United Kingdom, France, Italy, and Belgium (excluding their colonies, possessions, and protectorates).

Summarizing the foregoing, the revocation of licenses which will take place on July 14, 1918, under this ruling affects only—

(1) All licenses granted on or before May 14, 1918, to export to the United Kingdom, France, Italy, or Belgium (excluding their colonies, possessions, and protectorates).

(2) The special license issued through the customs service under which shipments of raw cotton have been proceeding to the United Kingdom, France, and Japan and their colonies, possessions, and protectorates. There has been no modification of the ruling issued on May 31, 1918 (W. T. B. R. 122), which revoked this special license so far as concerned exports of raw cotton to Italy.

(3) The licenses issued through the customs service to export shipments of less than \$100 in value to the United Kingdom, France, Italy, and Belgium (excluding their colonies, possessions, and protectorates).

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ESPARTO INDUSTRY OF VALENCIA DISTRICT.

[Consul John R. Putnam, Valencia, Spain, May 6.]

In the Valencia consular district esparto grass is found chiefly in the Provinces of Murcia, Albacete, and Alicante. The best grade is said to grow in the vicinity of Hellin, Albacete. Crevillente, Alicante Province, is a center for the handling of esparto.

The esparto plant is a common wild grass, very tough and wiry, growing to a height of 20 to 30 inches. The soil in which it thrives best is rocky and arid, not fit for cultivation. The grass grows wild and requires no care beyond clearing out the weeds in order to give it a chance to grow and to facilitate the harvest. Since esparto is not a cultivated plant, but is simply harvested where found, the production per acre can not be stated.

Esparto is harvested by cutting it off near the roots with a sickle after it reaches full growth, about midsummer. It is then dried in the sun, after which it keeps indefinitely. It is made up into bundles a foot in thickness and sold in that form at 1 peseta per bundle, or \$0.27 at present rates of exchange.

Alicante is the natural export port for the principal esparto region. Hellin is 117 miles and Crevillente 19 miles from Alicante on the railway.

Articles Made From the Grass.

Esparto shoes—or, rather, sandals—are braided and twisted entirely by hand, both men and women being employed for the work. The grass is prepared for making sandals by crushing it so as to render it more pliable. The workers in esparto receive wages as follows: Men, 2 to 2.25 pesetas (\$0.54 to \$0.60, present exchange) per day; women, 0.75 to 1 peseta (\$0.20 to \$0.27) per day. Esparto sandals are not exported from this district, being made to supply the local demand. Statements made in American newspapers to the effect that esparto shoes wear 25 years would appear to be somewhat exaggerated. Inquiries made here of makers and actual users of these sandals show a wear of three months at best under regular and hard use.

The grass can be braided into almost any shape desired. The commonest form here, aside from the sandals, is matting, which is then used for various purposes, particularly to form panniers or baskets for fruit, etc. This matting is occasionally exported in small quantities to the United States. Rope is also made from esparto combined with the native hemp.

There is only one species of esparto grass in this district, but its quality is said to vary inversely with the quality of the soil—that is, the poor, rocky, natural soil produces the better grade of grass.

Matting Industry of Crevillente.

The town of Crevillente is a center for esparto matting. The American consular agent stationed at Alicante thus reports concerning the industry:

The matting industry in Crevillente is of some importance and employs a considerable number of men and women, being mostly handwork. The looms used are of French make.

The mattings, or "esteras," are made of esparto grass grown in Spain and imported from Algiers, and also of camel grass ("junco") grown near Crevillente, which is used for the cheaper mattings. The cost of the Spanish product is about 13 pesetas per 100 kilos (220.46 pounds) and the imported

grass from 12 to 16 pesetas. The "junco" or camel grass costs about 1.50 pesetas the thousand.

Jute and hemp are also used for the better qualities, mixed with esparto. The jute comes from Bombay and the hemp from Mauritius, Mexico, and Philippines.

All the production is for home consumption, though occasionally a small parcel of colored esparto mats is shipped to New York. Only one factory uses machinery in a small way, and this only for spinning and weaving the jute and hemp.

[A list of firms in the Valencia district handling esparto may be procured from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 102747. Upon reference to this same number samples of esparto grass and of the matting and sandals made therefrom may be seen at the bureau's district offices.

A review of the esparto industry of Almeria Province, Spain, appeared in *COMMERCE REPORTS* for July 16, 1914.]

SUBSTITUTES FOR TIN CONTAINERS IN ENGLAND.

[Commercial Attaché Philip B. Kennedy, London, June 6.]

A London manufacturing firm which claims to make up about 60 per cent of the total present English output of cardboard containers has told me that 5,000,000 containers are being produced here every week, the great bulk of them being of the 2-pound size. It appears that the use of cardboard containers has only come about in England as a result of their success in the United States, and for this reason, perhaps 80 per cent of the machinery now used to make cardboard containers in the United Kingdom has been supplied by one manufacturer in the States. The manufacture of cardboard containers here was begun seriously in June, 1917, after receipt of a large set of American samples.

At the present time tin containers are practically used only for meat and processed foodstuffs. Up to the present time the paper or cardboard containers employed have been largely of the kind known as composite containers, i. e., having tops and bottoms of tin, but it is expected to soon perfect the manufacture of these containers so as to be able to make them all paper products.

Official Regulations Cause Use of Substitutes.

Official regulations prohibiting the use of tin plate for various purposes have largely contributed to the increased use of substitutes. For instance, dried foodstuffs and semiliquid foods have not since September last been permitted to be packed in tin plate, nor has fruit. The use of terneplate for lining packages for the export of textile and other goods has also been prohibited, and where use of tin plate could not be wholly stopped, economies were attempted by insisting upon the use of larger containers for packing meat and canning milk. The size of oil cans was doubled, and in India tinned iron drums were brought into use for petroleum products.

Further efforts have been made to introduce substitutes for use in the Army. Cardboard, wood, and fiber are now substituted for tin plate in the manufacture of such things as card-index boxes and workmen's checks, while earthenware bowls are used instead of the old puddling bowls. Salt, sugar, and tea, which formerly were packed in soldiers' rations tins, are now packed in paper bags. Recent regu-

lations of the Ministry of Munitions have put the civilian trade upon a very strict ration, so that there will only be a bare minimum supply of essential articles, such as domestic utensils, stoves, meters, and lamps.

Desire is to Save Steel Rather than Tin.

It may be interesting to manufacturers and consumers in the United States to know that the savings in tin plate in England are influenced more by a desire to save steel than to save tin. Tin-plate manufacture in England has been cut down as much as possible because steel is being utilized to as great an extent as possible in the making of ships. The Under-Secretary of War, Mr. MacPherson, said recently in a public address that substituting cardboard containers would save about 60,000 tons of steel per annum.

[The names of American manufacturers of fiber or paper cans may be obtained upon application to the Bureau of Foreign and Domestic Commerce or to any of its district cooperative offices. Samples of cardboard containers in most general use in the United Kingdom may be examined at the New York and Boston offices of the bureau upon referring to file No. 20078.]

CONDITIONS AFFECTING THE ADEN HIDE MARKET.

[Consul Addison E. Southard, Aden, Arabia, May 10.]

Reports from British Somaliland indicate that the past dry season was so much prolonged that the pastures and water supplies failed and resulted in the death of considerable numbers of the live stock, such as goats, sheep, cattle, and camels, which make up the principal wealth of that Protectorate. The drought was recently ended by rains so heavy that they caused the death of considerable numbers of young animals.

Smaller Supplies of "Blackhead" Sheepskins Next Season.

This is expected to affect the supply of skins in the Aden market (of which normally about 30 per cent come from British Somaliland) during the next season at least. The supply of the superior quality of sheepskins known in the local market as "blackheads" is likely to be particularly reduced, as the largest quantities and the best grades of these skins come from Somaliland. During the early part of the present winter season arrivals of Somaliland skins were of good quality, but during recent weeks the arrivals have been of skins light in weight and under the average in quality. These are probably the skins of animals killed or otherwise affected by the drought.

Conditions Causing Depletion of Somaliland Flocks and Herds.

Another condition which may reduce the supply of the usually excellent Somaliland skins in this market next season is the fact that the Somalis are now killing unusually large numbers of their animals for food, as their normal supplies of grains, dates, etc., via Aden have not been available. As soon as food supplies from outside sources are available they will, of course, be very sparing in killing their animals, as it will be necessary to encourage the recovery of the herds and flocks depleted by drought and the unusual dependence of their owners upon them for food. As stock raising is the only important industry in Somaliland and as the Somali counts his wealth by the numbers of animals he owns, it may readily be

understood that his first effort will be to restore the numbers reduced by the drought and the food shortage.

Although no information is available from Italian Somaliland and from southeastern Abyssinia, it is probable that the same conditions have prevailed as in Somaliland, and as these two districts also contribute appreciable quantities of hides and skins to the Aden market, the supply of hides and skins available for export from here may be further reduced during the next season at least. There have also been some disturbances among the tribes on the Somaliland-Abyssinian borders, which have prevented the marketing of hides and skins from the interior by the usual cavarán routes to the Somaliland coast. This latter condition may be only temporary, but it seems reasonable to believe that the conditions that have made a considerable reduction in the normal numbers of live stock will undoubtedly be felt in the Aden hide and skin market because of smaller arrivals during the next winter season. There remains the hope and possibility that larger supplies will be available from other neighboring colonies.

Prices Higher Than Warranted by General Trade Conditions.

The recent shipment of a considerable quantity of skins to the United States via Manila has caused prices in the Aden market to continue steady and somewhat above normal. Holdings here three months ago amounted to about 1,330,000 skins, of which one-half were in the hands of exporters ready for shipment and the other half in the hands of native brokers awaiting sale to the exporters. Due to further arrivals the total quantity on hand is not believed to have been reduced by the recent shipments referred to; but the average quality of the skins now on hand, probably two-thirds in the hands of brokers and one-third in the hands of exporters, is poorer than it was three months ago. Continued rumors and expectations of shipping space for export have, however, given a speculative tendency to the market and prices paid the producers have not suffered to any extent. The producer or the broker through whom he trades usually sells in rupees, and the rupee has recently risen in local exchange value from 1s. 5d. to 1s. 6d.

General trading conditions in this district do not seem to warrant the comparatively good prices at present ruling for skins. The exporters who buy on commission for American clients are often able to outbid the exporters who are buying for their own account, and thus the general level of prices is lifted although the supply of skins available far exceeds the amount for which there is any reasonable expectation of shipping space to the consuming markets. This may be argued to be a matter of opinion, but it is an opinion based upon some substantial general facts.

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BOSTON: 1801 Customhouse.
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ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
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COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
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CHATTANOOGA: South American Agent, Southern Railway System.
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1918

CONTENTS.

	Page.		Page.
Midland steel output increased.....	33	Plans to reestablish pure-bred Burma pony.....	41
Development of shipbuilding in United States.....	33	Brazil modifies decree relative to soda factories.....	42
Canadian market for American glass jars.....	35	Six months' trade of Straits Settlements.....	42
World's production of raw silk in 1917.....	36	Lighthouse employees commended.....	45
Arrival of first cargo of fuel oil at La Guaira.....	36	Change in rates of pilotage for Dundee harbor.....	45
Lamp-ware trade of Malay peninsula.....	37	Trent canal opens up new summer country.....	46
Refrigerating plant for Rio Grande.....	37	Norwegian whaling operations.....	46
Beneficial legislation for coast and geodetic survey.....	38	Proposals for Government supplies and construction.....	47
Swiss adopt American potato-growing method.....	39	Offices of the Bureau of Foreign and Domestic Commerce.....	47
Norway builds wooden ships.....	40	Foreign trade opportunities.....	48
The Nigerian cotton crop.....	41		

MIDLAND STEEL OUTPUT INCREASED.

[Consul E. Haldeman Dennison, Birmingham, England, June 3.]

The discontinuation of exports to Russia, together with a large domestic output, has resulted in a considerable increase in available supplies of steel in the Birmingham district. The enormous demand for war material is being adequately met, with something left over to meet the requirements of the civil trade. There is a more regular delivery of steel of all descriptions, and some consumers who have been without supplies for some months are now receiving allotments. Local foundries are dispatching heavy rolling machinery to all parts of the country. Large extensions of steel rolling plant are still in progress in many of the iron and steel districts. These will soon still further increase the current output. The position of the sheet makers has improved, but the trade in galvanized corrugated qualities is very small outside of Government requirements. Black painted sheets for shelters for the American Army are being called for in very heavy tonnage. It is stated that the plate mills are now well ahead of their contracts and that the serious congestion in the boiler-plate trade is being relieved.

DEVELOPMENT OF SHIPBUILDING IN UNITED STATES.

Merchant vessels built in the United States during the fiscal year ended June 30, as officially returned to the Bureau of Navigation, Department of Commerce, numbered 1,622, of 1,430,793 gross tons. The output of the past four months, 706,084 gross tons, almost equaled that of the preceding eight months, and is greater than any previous annual output in our history. The year's output is more than double the largest output of German shipyards in peace times. The output of the United Kingdom for the 12 months ended June 30 has not been stated, but for the 12 months ended May 31 it was 1,406,838 gross tons, or about 70 per cent of the annual output of peace times.

Of the year's American output, 253 of 1,034,604 gross tons were

seagoing steel steamers, 157 of 213,088 gross tons seagoing wooden vessels, and the remainder were vessels for the lakes, rivers, and domestic transportation. One concrete seagoing steamer of 3,427 gross tons is included.

The year's output is almost exclusively from established private shipyards, as the great shipbuilding plants like Hog Island, established through Government cooperation, had not begun to add finished ships to the cargo fleets to win the war.

The vessels covered by the year's official returns to the Bureau of Navigation are almost wholly ships building or contracted for by private ship owners—American, British, French, or Norwegian—and in the main requisitioned by the Shipping Board, as relatively small tonnage originally contracted for by the Government was finished, but will appear in large volume in the new fiscal year's returns.

Of the year's output, 48,364 gross tons were built for and delivered direct to foreign owners.

Total for Each Month.

The following table shows the number of vessels built and officially numbered in the United States from July, 1916, including vessels built for foreign owners:

Months.	Seagoing.						Nonseagoing.		Grand total.	
	Steel.		Wood.		Total.					
	Num- ber.	Gross.	Num- ber.	Gross.	Num- ber.	Gross.	Num- ber.	Gross.	Num- ber.	Gross.
1916.										
July.....	4	9,826	3	1,781	7	11,610	114	19,121	121	30,731
August.....	5	22,479	5	3,168	10	25,647	114	27,121	124	52,768
September.....	5	25,552	5	2,632	10	28,184	84	10,239	94	38,423
October.....	15	37,770	7	14,238	22	52,008	95	18,224	117	70,232
November.....	20	66,420	3	2,644	23	69,073	86	21,563	109	90,636
December.....	4	18,385	2	1,296	6	19,681	81	18,205	87	37,886
Total.....	53	180,441	25	25,762	78	206,203	571	114,473	652	320,676
1917.										
January.....	10	52,082	6	6,672	16	58,754	83	14,841	99	73,595
February.....	4	18,779	5	6,777	9	25,556	63	11,448	72	37,004
March.....	6	38,553	5	5,448	11	44,001	126	15,110	137	59,111
April.....	8	44,653	11	22,570	19	67,223	148	11,822	167	79,045
May.....	11	36,086	19	33,004	30	69,090	162	22,137	192	91,227
June.....	22	97,908	9	31,216	31	129,124	196	22,877	227	152,001
Total.....	61	288,061	55	105,687	116	393,748	778	98,235	894	491,983
July.....	14	54,891	7	14,113	21	69,004	184	20,148	205	89,152
August.....	9	36,716	14	12,153	23	58,871	152	27,171	175	86,042
September.....	9	55,073	12	12,513	21	67,586	80	28,990	101	76,576
October.....	13	44,320	22	35,879	35	80,209	87	10,596	122	90,805
November.....	19	50,640	11	10,872	30	61,512	87	15,736	117	77,248
December.....	17	85,917	16	20,611	33	106,528	52	16,053	85	122,581
Total.....	81	317,677	82	106,143	163	423,820	642	118,493	805	542,313
Total, 1917.....	142	605,738	137	211,830	279	817,568	1,420	216,728	1,699	1,034,296
1918.										
January.....	12	53,748	6	6,688	18	60,436	39	4,579	57	64,735
February.....	17	94,212	14	17,874	31	112,116	53	5,485	84	117,091
March.....	29	113,040	12	20,776	41	133,816	97	11,329	138	147,145
April.....	31	130,637	15	21,017	46	151,654	119	11,396	165	163,050
May.....	a 40	157,598	13	16,453	53	174,051	132	20,413	185	194,464
June.....	43	165,982	15	24,357	58	190,339	130	11,406	188	201,745
Total.....	172	716,927	75	106,939	247	823,872	570	64,608	817	888,480

a Includes one cement vessel of 3,427 gross tons.

The following table shows the gross tonnage of merchant vessels built in the United States (including those for foreign owners) and officially numbered during successive 12-month periods beginning with the 12 months ended June 30, 1916:

	Seagoing.						Grand total, including non-seagoing.	
	Steel.		Wood.		Total.			
	Number.	Gross.	Number.	Gross.	Number.	Gross.	Number.	Gross.
1916.								
June.....							1,030	347,147
July.....							1,012	361,313
August.....							1,042	398,671
September.....							1,057	421,058
October.....							1,083	476,922
November.....							1,121	537,683
December.....							1,179	555,232
1917.								
January.....							1,230	602,419
February.....							1,258	603,891
March.....							1,314	639,508
April.....							1,377	681,725
May.....							1,415	713,071
June.....	114	468,502	89	131,479	194	599,981	1,543	812,501
July.....	124	513,597	81	143,778	208	657,375	1,600	871,090
August.....	128	537,894	93	152,705	221	690,599	1,681	904,351
September.....	132	547,325	100	162,646	232	709,971	1,688	912,516
October.....	130	553,975	115	181,287	245	735,262	1,693	962,909
November.....	180	538,206	123	192,515	252	730,721	1,731	929,631
December.....	142	605,738	137	211,839	279	817,568	1,699	1,034,296
1918.								
January.....	144	607,404	137	211,626	281	819,030	1,657	1,025,496
February.....	157	682,867	146	222,723	303	905,590	1,669	1,106,093
March.....	180	759,351	153	238,051	333	997,405	1,670	1,191,127
April.....	203	845,338	157	236,498	360	1,081,836	1,663	1,278,132
May.....	232	996,850	151	219,917	383	1,216,767	1,661	1,381,369
June.....	253	1,034,604	157	213,088	410	1,247,692	1,622	1,430,793

CANADIAN MARKET FOR AMERICAN GLASS JARS.

[Consul Felix S. S. Johnson, Kingston, Ontario, June 25.]

In all probability there will be a shortage of glass preserving jars in Canada this season. Last summer was a particularly good season for glass jars and heavy stocks were purchased by retailers, who are expecting an unprecedented demand for jars if the fruit and vegetable crops are good this season. Large orders for jars were placed with American manufacturers some months ago, and it is fully expected that these will be delivered. It is said to be doubtful, however, if further supplies, made necessary by heavy demands this season, will be forthcoming from the manufacturers. Prices in glass jars have increased steadily for some years past. Present quotations are the highest recorded in the past 12 years, being \$16 per gross for Imperial half-gallon jars.

Owing to the scarcity of wire it has been necessary for one manufacturer to notify the trade that he will be unable to supply the type of jar that is provided with a wire ring.

If you buy War-Savings Stamps, you also help your country.

WORLD'S PRODUCTION OF RAW SILK IN 1917.

[Consul Clarence Carrigan, Lyon France, June 8.]

The Union of the Raw-Silk Merchants of Lyon has just made public the statistics for the production of raw silk throughout the world for the year 1917. It is to be noted that the exports from Far East are not known with certainty, and consequently the estimate of the crop for the year 1917 is provisional.

Furthermore, in the complete absence of information on the production of Austria-Hungary and other countries of the Levant, the figures given for these countries are the same as those given for 1915 [see COMMERCE REPORTS for June 22, 1917].

Countries.	Pounds.	Countries.	Pounds.
WESTERN EUROPE.		FAR EAST.	
France.....	451,948	China:	
Italy.....	6,217,034	Exports from Shanghai (including	
Spain.....	134,323	tussahs, filatures, etc.).....	10,251,492
Austria.....	187,333	Exports from Canton (including	
Hungary.....	143,300	exports to Bombay and India)....	5,081,634
		Japan: Exports from Yokohama.....	34,061,410
Total.....	7,153,008	East Indies: Exports from Bengal and	
		Cashmere.....	231,485
LEVANT AND CENTRAL ASIA.		Indo-China: Exports from Saigon,	
Asiatic Turkey:		Haifong, etc.....	11,023
Anatolia.....			
Syria and Cyprus.....		Grand total, 1917.....	59,083,869
Other Provinces.....		Grand total, 1916 (corrected).....	59,800,371
European Turkey: Adrianople.....			
Balkans: Bulgaria, Servia, Roumania..	2,292,807		
Greece, Saloniki, and Crete.....			
Caucasus.....			
Turkestan and Central Asia (exports) ..			
Persia (exports).....			

The production for 1917 is but slightly inferior to the production of the preceding year, thanks to the fact that the exports from Japan have increased by more than 2,200,000 pounds.

ARRIVAL OF FIRST CARGO OF FUEL OIL AT LA GUAIRA.

[Consul Homer Brett, La Guaira, Venezuela, June 10.]

On June 4 the Caribbean Petroleum Co. brought its first cargo of fuel oil to La Guaira. It consisted of 800 tons and was pumped from the barge through a pipe line about a mile in length into two large tanks that have been erected in the western part of the city.

The La Guaira-Caracas Railway and the La Guaira Harbor Corporation have equipped some of their locomotives and other engines to burn this fuel and results have been highly satisfactory. This fuel is the residue after all gasoline and kerosene have been extracted from the crude oil produced in the Maracaibo district and refined at the company's plant at San Lorenzo. The accumulation of fuel oil has been holding up further production of gasoline and kerosene.

The reaching of the productive stage by this company will have considerable effect upon American-Venezuelan trade, as kerosene, and of late years gasoline, have been important items of import from the United States. They will now be less important while the use of fuel oil will bring about a decrease in Venezuela's already small imports of coal.

LAMP-WARE TRADE OF MALAY PENINSULA.

Although gas and electricity are now more general as illuminants throughout the Far East than they were a quarter of a century ago, the use of oil lamps is likely to continue for many years to come, especially in up-country districts remote from large towns. In British Malaya, says the Board of Trade Journal in-quoting the Malay States Information Agency in London, lamps are in general use among the Chinese and Malays even in the towns, and consequently there is a large trade in lamps and lamp ware of every description.

From the conditions that prevail in the Federated Malay States, oil lamps must of necessity be used away from the towns, and it is not to be wondered at that the larger proportion of the exports from Straits Settlements ports should find their way into the hinterland of the Malay Peninsula. A reference to the trade statistics shows that the imports of lamps and lamp ware into the Federated Malay States were valued as follows over a period of five years: 1912—\$94,206 (United States gold); 1913—\$117,098; 1914—\$73,878; 1915—\$43,618; 1916—\$65,357. The falling off since 1913 may be attributed reasonably enough to the difficulty of getting supplies.

Straits Settlements' Imports and Exports.

The imports and exports of lamps and lamp ware into and from the ports of the Straits Settlements over a period of four years were valued at: 1913—imports \$328,498, exports \$109,866; 1914—imports, \$177,885, exports \$78,638; 1915—imports \$88,989, exports \$65,046; 1916—imports \$157,212, exports \$81,339. It will be seen from the particulars that follow that this trade was largely in the hands of the Germans prior to the war, and that in 1916 Japan was able to profit by the elimination of German competition:

Imported from—	1913	1914	1915	1916
United States.....	\$16,035	\$5,144	\$3,183	\$6,462
Austria-Hungary.....	7,490			
Belgium.....	6,020	5,723		
Germany.....	172,795	86,064	10,755	
Hongkong.....	6,472	2,458	3,484	7,285
Japan.....			11,534	49,492
Netherlands.....			10,517	9,933
United Kingdom.....	105,822	58,505	41,725	71,961

The exports go to the Federated Malay States, Borneo, Netherlands India, and Siam, but mainly to the Malay States.

REFRIGERATING PLANT FOR RIO GRANDE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 22.]

The Brazilian Government has just granted to Pedro Victor de Carvalho a plat of land with an area of 163 hectares (403 acres) at the port of Rio Grande, State of Rio Grande do Sul, for the erection of a packing house. The acquisition of this land, which is traversed by the French Railway at Rio Grande, entails the payment of a small fixed sum per hectare by the concessionaire to the Government.

BENEFICIAL LEGISLATION FOR COAST AND GEODETIC SURVEY.

The Sundry Civil Bill for 1919 carries several items of legislation for the Coast and Geodetic Survey which will be helpful toward the fullest exercise of the functions of the bureau. The way is now clear to accomplish a number of things that have been desirable in the past.

Among the important pieces of enabling legislation for the bureau is the authorization of the payment of not to exceed \$1 per day as extra compensation to employees of the different stations of the Lighthouse Service while observing tides or currents. Lightships are peculiarly well situated in positions where it is desirable to collect tide and current data, but such observations are not part of the duty of the Bureau of Lighthouses and in the past could not justly be imposed on the lightkeepers of that bureau without some additional compensation, and the appropriations for the Coast and Geodetic Survey could not be expended to recompense them for such additional duties without this authorization. From the results of data collected by lightships it is expected that predictions can be made which will be of direct benefit to navigators and go far toward saving many vessels from loss through inadequate knowledge of the direction and strength of the ocean currents.

This bill also authorizes the bureau to purchase supplies or procure services in the open market in the manner common among business men where the amount of the purchase does not exceed \$50. Instances are numerous in the past where the necessity of securing competitive bids for small items have materially delayed the progress of field work and such required procedure has actually cost the Government more than the value of the article purchased.

Other items of enabling legislation are the authorization of the running of lines of precise levels in the interior of Alaska; the employment of draftsmen in the preparation of plans and specifications for vessels; the reimbursement under rules prescribed by the Secretary of Commerce of officers of the bureau for food, clothing, medicines, and other supplies furnished for the temporary relief of distressed persons in remote localities and to shipwrecked persons temporarily provided for by them.

Three important items of additional appropriation for the bureau are contained in the bill. One is an appropriation of \$50,000 for a new vessel to cost not exceeding \$354,000. Another is the appropriation of \$50,000 for a new motor-driven vessel, including equipment, to replace the *Taku*. The *Taku* was condemned as unseaworthy and sold. The third is for four or more new launches, including their equipment, \$62,500. The two new vessels are for much-needed surveys of the waters of Alaska, and the launches are for use in wire-drag surveys. In the past launches for these surveys have been procured at a necessarily excessive rental owing to the fact that they were taken from other industries, and they have been generally unsatisfactory for wire-drag work because they were not especially designed for the purpose.

Some of the appropriations for field work and for the manning and upkeep of vessels for the coming year are less than for the current year on the recommendation of the officials of the bureau, because

many officers and a large part of the surveying fleet are now under the jurisdiction of the Navy Department and the expense of the operation of such vessels so taken over during the war emergency is borne by the Navy Department.

Provision is made for additional technical employees of the bureau whose services are used in the preparation and production of charts issued by the bureau, and which are so largely used by the Navy Department, vessels of the War Department, merchant marine, and the new vessels being built by the Shipping Board.

SWISS ADOPT AMERICAN POTATO-GROWING METHOD.

[Consul William P. Kent, Berne, Switzerland, May 27.]

Within the past two years I have read in American publications of what purported to be successful experiments in growing potatoes upon very small areas of ground. The plan, as described, was as follows:

A small area of ground is selected, which may be 20 feet square, more or less. This is surrounded by a common rail fence, or other form of inclosure, such as a picket fence, having interstices of a few inches and built 8 or 10 feet high. A layer of earth and manure is laid, and in this potatoes are planted after the usual method. Upon this first layer 50 successive layers of earth and manure are superimposed, and potatoes are planted in each of the layers.

The vines of the potatoes emerge not only from the top but also through the interstices of the inclosure until it has become a mass of surrounding vines. The American experimenter reported his yield as phenomenal, considering the area covered and the labor and expense involved.

Would Solve Question of Domestic Production.

The potato holds a place among the people of Switzerland little below that of bread. The country is rather pastoral than agricultural, and potatoes as well as wheat are imported. The scarcity and high price of potatoes press heavily upon the populace. To remedy this the people are turning to what they call the American method of production. Back yards and small spaces of ground are being utilized; and as there are no rail fences picket inclosures are erected, and the plan of construction and planting above referred to are frequently to be seen.

It is yet too early in the season to learn how successful this method may prove to be or what may be the yield. Such plantings as have been seen appear to conform to the American description and are a mass of vines having a healthy appearance. Should the yield prove satisfactory the question of domestic production will have been solved, as it would easily lie within the power of many families to raise their own potatoes upon areas of ground insufficient when cultivated by the ordinary methods. The result will be closely observed and reported.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

NORWAY BUILDS WOODEN SHIPS. *

[Copenhagen Politiken.]

In Norway the shortage of steel has forced many yards to build ships of wood, and with the good traditions which Norway—from the last part of last century—has on which to build wooden ships, there is reason to believe that the experience will stand the country in good stead.

In the Sørland district there are a number of yards for building wooden ships which have not been used for many years, or at least have been used only for overhauling keels and repairing the comparatively few sailing ships still left. Now, however, one after another of these yards is awaking to new life, and yards are being built where they are not already found. In all there are probably about 80 shipyards.

American-Trained Workers—The Question of Material.

The building of wooden ships demands absolutely competent builders and carpenters. Quite a few are still to be found in Norway. Many have been educated in American shipyards, where they have seen the newest machinery and methods, and it is therefore of no little importance that they have placed their experience at the disposal of the awakened Norwegian wooden-ship industry.

Besides the advantage of having these competent people available, Norway has the additional advantage of possessing sufficient timber, suitable for shipbuilding, to last for several years. It seems difficult, however, to get enough heavy timber, and timber for ribs, knees, etc. This to a certain extent checks the development and at the same time puts a limit on the size of the ships.

Because of the lack of sufficiently heavy timber for keels, these parts are being built of pieces of smaller transverse; while for the ribs and knees a new construction is used, namely, straight timber in connection with iron wherever possible. Cast steel knees have also been used, as well as steel frames covered with wood, at many of the yards which have sufficient steel at hand.

Size of Craft—Motors and Sails.

The size of the ships building in Norway at present varies a great deal. Most of them are from 100 to 300 tons gross, but ships of 500 and 600 tons are also built. The largest ship on the ways is about 700 tons, with a carrying capacity of 1,000 to 1,100 tons deadweight. Most of these ships are more correctly lighters. Some of them will trade with Denmark, but only a few will be large enough to be used on the North Sea and the Baltic.

The aggregate tonnage of the ships building is 12,000 to 13,000 gross tons, which is quite a considerable addition to the greatly reduced Norwegian merchant marine. This, however, is only one-fourth the total yearly production of steel ships during the years just before the war. The new ships are equipped with combustion engines. The rigging is the fore-and-aft, which has won great favor in America and which is especially adapted for ships with auxiliary motors. Some of the boats will have to get along with

motors alone, while some of the fishing boats are equipped with steam engines.

This building of wooden ships is only in its first stage, but sooner or later it will be an important means of averting the threatening tonnage need which, especially for Norway, might have unpleasant consequences.

THE NIGERIAN COTTON CROP.

[Consul Harry R. McBride, London, England. June 10.]

A report upon the Nigerian cotton crop was given at a recent meeting of the British Cotton Growing Association, held at Manchester.

It is estimated that the purchases of cotton in Lagos, Nigeria, this season will not amount to more than 5,000 bales. It now appears that the crop is smaller than usual, and the association's manager reports that an increased quantity of cotton is being used for the local weaving industry, which has been revived on account of the high cost of European manufactured cotton goods.

The purchases of cotton in Lagos from January 1 to April 30, 1918, amounted to 1,654 bales, compared with 5,180 bales for the same period last year, 6,648 bales for 1916, and 1,880 bales for 1915.

The purchases of cotton in Northern Nigeria from January 1 to April 30, 1918, amounted to 2,238 bales, compared with 3,540 bales for the same period of last year, 9,617 bales for 1916, and 282 bales for 1915.

For the time being all shipments from West Africa have been suspended with the exception of ground nuts, palm oil, kernels, and tin ore. An embargo has been placed on the shipment of cotton and cotton seed, but fortunately the association has had very little cotton to ship for some months. A quantity of the new crop, however, is now ready, and it is hoped that arrangements may shortly be made for it to be shipped.

PLANS TO REESTABLISH PURE-BRED BURMA PONY.

The reestablishment of a pure breed of Burma pony through the operation of a Government stud farm under the supervision of an expert breeder is recommended by the Burma (India) Government Stockbreeding Committee in a recent report. Meantime, says the committee, steps should be taken with the present supply of ponies to prevent progressive deterioration through mongrelization.

The committee also urges Government control of all Burma racing by means of the Rangoon Turf Club and the fixing of the number of days on which racing will be allowed. The committee agrees with the views of the stewards of the Turf Club that sweeps should be run only occasionally, should be kept within reasonable bounds, and that a stud book be taken by the Government.

Mule breeding and keeping is recommended, especially in the higher altitudes of the Shan States.

If you buy War-Savings Stamps, you also help your country.

BRAZIL MODIFIES DECREE RELATIVE TO SODA FACTORIES.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 22.]

The President of Brazil, acting upon the recommendation of the Minister of Agriculture, Industry, and Commerce, has modified, by Decree No. 13009 of May 4, 1918, the terms of his previous decree (No. 12921 of March 16, 1918), relating to the establishment of caustic soda factories in Brazil.

The previous decree provided that the petitioner should present documents proving that he is the owner of hydroelectric power, or has a contract to be furnished with it in a sufficient quantity for the operation of the factory he intends to install.

By the new decree, this provision is amended to the effect that the petitioner shall present documents proving that he is the owner of hydroelectric power, or has a contract to be furnished with it, in case electric installation be used.

The previous decree also stated that preference would be given to proposals to operate the factories within the shortest time, and if the periods be equal, then to those having the largest capacity of production.

This article has been modified in the new decree to read: "Preference will be given to the proposals according to the following tests: (1) The lowest cost of production of caustic soda; (2) the largest capacity of production; (3) the shortest time for the construction of the factory."

[Reports on the plans for the establishment of caustic soda factories were published in COMMERCE REPORTS for Apr. 26 and May 9, 1918.]

SIX MONTHS' TRADE OF STRAITS SETTLEMENTS.

[Consul General Edwin N. Gunsaulus, Singapore, May 7.]

Both the import and export trade of the Straits Settlements shows an increase for the last half of the calendar year 1917, in spite of increasing difficulties in shipping. The increased trade is no doubt due to the importance of the products exported from the country, notably rubber and tin, resulting in available space being offered for imports on vessels sent to Singapore to carry away the needed exports. The general trade conditions of the peninsula have been exceptionally good owing to increased production of rubber and high prices for all classes of local produce.

The following table gives the value of imports and exports for the six months' period July to December, 1917, with comparative figures for the corresponding period of 1916, as well as of the first six months of the calendar year 1917.

Port.	Imports.			Exports.		
	July-Dec., 1916.	Jan.-June, 1917.	July-Dec., 1917.	July-Dec., 1916.	Jan.-June, 1917.	July-Dec., 1917.
Singapore.....	\$127,854,873	\$137,376,744	\$161,548,473	\$105,910,858	\$134,920,762	\$145,311,183
Penang.....	36,714,727	39,504,022	42,531,405	33,943,026	42,307,682	43,663,939
Malacca.....	6,216,196	6,876,828	6,224,008	11,352,729	13,399,962	12,053,609
Total.....	170,785,796	183,757,591	210,306,886	152,166,613	190,630,406	201,028,791

Principal Articles of Import.

The increase in imports into the Straits Settlements during the latter half of the year 1917 is well distributed among the various articles of import, the largest and most important items in manufactured lines in which American manufacturers should be interested being chemicals, cotton piece goods, wheat flour, tinned milk, motor cars, and rubber tires. There was quite a notable increase in the importations of cotton piece goods, no doubt due to the replenishing of stocks greatly depleted since the outbreak of war. Although no definite statistics are as yet available as to the countries of origin of the cotton goods, it appears from trade information at hand that American exporters have secured only a very small share of this trade, the greater part of the trade still being held by British manufacturers.

The following table gives the values in United States currency of the principal imports for the last six months of 1917, as compared with the corresponding period of 1916. In making such a comparison it should be remembered that the value of nearly all classes of merchandise has been increasing, so that increases in quantities have not been so great as is indicated by the values shown.

Articles.	July-Dec., 1916.	July-Dec., 1917.	Articles.	July-Dec., 1916.	July-Dec., 1917.
Apparel, etc.....	\$1,214,562	\$1,083,069	Motor cars, motor cycles, parts, and accessories.....	\$1,302,733	\$1,551,053
Chemicals.....	612,996	946,345	Nails, wire.....	290,557	346,596
Cigars and cigarettes.....	2,276,537	3,483,865	Paints.....	387,292	323,174
Cotton piece goods, plain, dyed, and printed.....	6,119,365	9,783,106	Paper.....	825,280	836,932
Cycles, parts and acces- sories.....	251,293	287,513	Petroleum.....	1,321,102	832,377
Drugs and medicines.....	634,155	948,655	Parangs.....	2,314,986	1,987,921
Flour, wheat.....	1,046,148	1,934,742	Soap.....	423,160	459,215
Hardware and cutlery, ex- cluding cooking utensils.....	420,631	367,290	Stationery.....	354,705	393,909
Ironware, excluding cook- ing utensils.....	1,056,093	1,115,925	Telegraph and telephone materials.....	245,017	65,326
Liquid fuel.....	1,523,112	430,217	Tobacco.....	1,412,130	1,569,234
Liquors, spirituous.....	1,535,504	1,272,327	Tin plates.....	622,929	370,921
Machinery.....	1,207,738	1,063,437	Tools, instruments, and implements.....	265,725	333,349
Milk, condensed and ster- ilised.....	2,561,638	2,736,890	Tires, rubber.....	643,432	734,933

American Motor Cars Control the Market—Imports of Nails and Tin Plate.

The importation of motor cars has shown further increases over any previous half year, in spite of restrictions placed on their importation by the local government, and practically all are American cars. There is a great demand throughout the Malay Peninsula for small cars to be used for hire for passenger traffic between many towns where the Government roads are excellent but where the railway has not as yet penetrated. It is no uncommon sight to see stationed at some of these points 20 or 30 American cars for hire. The cheaper American cars have proven very satisfactory for this use and are becoming of considerable economic importance to the country in the matter of transportation. The development in this line has thus far been in passenger transportation, freight transport by truck being discouraged in large measure by Government regulations and restrictions concerning weight of trucks on account of damage to metalled roads.

Most of the imports of wire nails are from the United States and a fair share of the trade in various manufactures of steel and iron.

especially fine tools and instruments, is credited to the United States. Importations of tin plate show a considerable decrease from last year, as may be expected in view of decreasing supplies of tin and increasing demands for tin plate in Europe and particularly the United States since its entry into the war.

Value of Principal Exports.

The principal exports from the Straits Settlements during the latter half year of 1917 as compared with the similar period of 1916, of which considerable quantities have gone to the United States, were as follows:

Articles.	July-Dec., 1916.	July-Dec., 1917.	Articles.	July-Dec., 1916.	July-Dec., 1917.
Cocnut oil.....	\$1,231,942	\$987,538	Pepper.....	\$3,355,201	\$5,164,817
Copra.....	4,015,582	2,235,701	Pineapples.....	1,008,547	252,730
Cloves.....	139,845	173,772	Rattans.....	945,406	1,202,362
Gambier.....	1,065,663	1,088,184	Rubber, para.....	43,924,873	69,366,994
Gum:			Sago:		
Copal.....	292,714	237,330	Flour.....	1,081,030	693,792
Damtar.....	293,159	202,593	Pearl.....	298,343	173,556
Hides and skins.....	579,340	331,318	Shells.....	236,099	129,282
Hides, tanned.....	1,421,766	1,462,743	Tapioca.....	1,398,700	3,435,879
Nutmegs.....	170,463	165,277	Tin.....	23,517,616	31,395,366

The exports of rubber have continued to increase, large shipments having been made direct to the United States by way of Pacific ports. While the aggregate value has increased from \$43,924,873 to \$69,366,994, as shown above, quantities exported in the 1917 period amounted to 61,330 tons, as compared with 38,712 tons for the last six months of 1916. While the value of tin exports shows an increase of more than \$7,000,000, the quantity of exports decreased from 31,994 long tons for the half-year period of 1916 to 30,333 tons for the corresponding period of 1917. Although the quantity of pepper exported does not show as large a proportionate increase as is indicated by the values given above, the 1917 half-year figures were 14,822 long tons, compared with 11,839 tons for the year 1916.

Importance of Singapore as a Transshipping Port.

There are several commodities, as shown in the following table, in which a large import and export trade is done at Singapore, but which do not enter into the trade with the United States. The fact that Singapore is a free port, together with its favorable geographical location, makes it an important trade center and transshipping port:

Articles.	Imports, July-Dec.—		Exports, July-Dec.—	
	1916	1917	1916	1917
Arecanuts.....	\$1,508,901	\$1,288,520	\$1,821,242	\$1,779,409
Coal.....	3,541,169	4,856,116	59,186	117,614
Matches.....	577,363	725,551	376,140	540,643
Orim.....	2,130,785	2,935,591	1,176,595	715,297
Plunks.....	145,147	196,546	793,925	593,498
Rice.....	19,145,261	27,873,846	17,835,788	21,231,548
Sugar.....	5,011,809	14,576,642	3,327,826	10,549,633
Tea.....	819,815	1,034,174	511,649	377,315
Timber.....	437,991	610,769	22,781	19,472

The trade in rice is due to shipments from Burma and Indo-China being re-shipped to the Dutch East Indies. Arecanuts are

produced extensively in the Malay Peninsula and are exported very largely to other countries of the Orient for native use. The figures covering the importation and exportation of timber and planks indicate that a considerable sawmill business is done in and around Singapore and Penang. The opium trade consists mostly of imports from India for local consumption and exportation to the interior Malay States. Coal is imported in large quantities for bunkering, there being no manufacturing industry of importance in the Straits Settlements.

LIGHTHOUSE EMPLOYEES COMMENDED.

The following employees of the United States Bureau of Lighthouses received special commendation from the Secretary of Commerce during the past month:

Albert Taylor, assistant keeper of Mobile Lighthouse Depot, Alabama; also Dan Callaway, Louis Imsand, Gilbert S. Bell, John B. Cazalas, James M. Jones, Robert L. Haskins, and E. E. Hanson for service rendered on May 10, 1918, in extinguishing a fire in the buoy shed at the Mobile Lighthouse Depot.

Mr. Bruce Newton, first assistant keeper of West Bank Light Station, New York, for his prompt action in proceeding with the station boat at midnight on May 31, 1918, during a thick fog, to Swinburne Island and from there to Hoffmans Island to secure medical assistance for the second assistant keeper of the station, who had been injured.

Alex. Anderson, commander of Fenwick Island Shoal Light Vessel No. 52, Delaware, and the seamen who assisted him, for service rendered on June 4, 1918, to a disabled airplane, with two occupants aboard, which had fallen into the water in the vicinity of the light vessel.

Mr. Thomas Knight, keeper of Hillsboro Inlet Light Station, Florida, for assistance rendered on June 13, 1918, to the three occupants of a disabled Government hydroplane, which was adrift in the vicinity of the station.

W. S. Clifton, keeper of Roanoke River Light Station, North Carolina, and Joseph W. Cooper, assistant keeper, for their industry in catching sufficient fish to supply themselves and their families with pickled fish during the year; also in raising vegetables, thereby contributing to the cause of food conservation.

Mr. Henry Rosendale, keeper of Point Hueneme Light Station, California, for his donation of an Angora goat and 46 pounds of Angora wool to the Red Cross.

CHANGE IN RATES OF PILOTAGE FOR DUNDEE HARBOR.

[Consul H. Abert Johnson, Dundee, Scotland, June 12.]

Notice has recently been given that the trustees of the harbor of Dundee intend to apply to the Board of Trade to confirm the by-law made by them in pursuance of section 17 of the pilotage act, 1913.

The by-law provides that on and after July 1, 1918, the pilotage rates now in force for the River Tay and the harbor of Dundee shall be increased 100 per cent, and that, instead of the additional rate of $\frac{1}{4}$ d. (1 cent) per ton on the excess tonnage of all vessels above 500 tons, there be a charge of 1d. (2 cents) per ton on all tonnage, thus making no allowance for the first 500 tons.

Further, that the charges for the issue and renewal of pilotage certificates to masters and mates of passenger-carrying vessels be increased to two guineas (\$10.21) on issue and to one guinea (\$5.10) on renewal.

"Thrive by Thrift, Buy War Saving Stamps."

TRENT CANAL OPENS UP NEW SUMMER COUNTRY.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, June 17.]

The Trent Canal (in the Kingston consular district) was recently completed. The distance covered by the system from Georgian Bay to the Bay of Quinte and Lake Ontario is about 235 miles, the greater portion of this being natural lakes and rivers. The waterway is now open to navigation along the entire length with the exception of a few miles between Port Severn, on Georgian Bay, and Lake Couchiching, north of Orillia. The main purpose of the canal is to form a shorter route to the railroads for the grain from western Canada. It is planned that at Port Severn the wheat may be loaded on to barges and towed direct to Montreal instead of being shipped by rail as at present from the various terminals on Georgian Bay or being carried around via Detroit and Buffalo.

The canal will serve another important purpose, however, in providing a means of transportation through the midland counties where the country is roughest and the railroads fewest. Not a small feature of the opening of the canal will be the tourist traffic. Already thousands of people from American points and Canadian cities spend their summers on these lakes, and, with the Trenton end of the canal open the waterway will prove a very popular cruising trip for motor boats. The length of the Trent Valley Canal from Henry Harbor on Georgian Bay to the Bay of Quinte on Lake Ontario is, as stated, approximately 235 miles. In addition to this the system includes about 90 miles of navigable channels not in a direct route across the country. The system embraces over 40 locks and an equal number of dams, with scores of bridges. Most of the locks are 175 feet long by 33 feet wide with a depth on the sills of 6½ to 8 feet.

The traffic on the Trent system in 1917 was about 50,000 tons, a decrease from previous years of more than 17,000 tons. The tonnage was made up chiefly of forest products. The cost of construction of the Trent waterway since 1867 has been about \$16,000,000.

NORWEGIAN WHALING OPERATIONS.

[American Minister Albert G. Schmedeman, Christiania, May 27.]

It has been officially announced by the Royal Norwegian Provisions Department that the Government whaling vessels have caught over 100 whales since the raising of the prohibition against whaling; 94 of the whales were taken to Blomvaag, near Bergen, where the whaling station has been working for over three months. Two other stations are under preparation in Finnmarken and are to be completed at the end of the present month.

The results so far are considered very satisfactory. It is calculated that the whaling will continue for six months and that with 5 stations and 17 ships it should be possible to catch 500 whales per annum.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the officers named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Repainting and replanking highway bridge. No. 5291.—Sealed proposals will be received by the Commissioner of Indian Affairs until 2 o'clock p. m. July 24, 1918, for furnishing material and labor for the repainting and replanking one steel highway bridge near Tanners Crossing, Little Colorado River, in strict accordance with the plans, specifications, and instructions to bidders, which may be examined at the United States Indian Warehouses at Chicago, Ill.; St. Louis, Mo.; San Francisco, Cal.; The Builders Exchange, St. Paul, Minn.; and at the office of the Superintendent of the Western Navajo School, Tuba City, Ariz.

Lockkeepers' houses. No. 5292.—Sealed proposals will be received at the United States Engineer Office, Wheeling, W. Va., until 11 a. m. July 25, 1918, for constructing two two-story 12-room lockkeepers' houses at Dam No. 27, Ohio River.

Yellow pine or cypress. No. 5293.—Sealed proposals will be received by the Lighthouse Inspector, New Orleans, La., for approximately 64,000 feet board measure yellow pine or cypress.

Fresh-water supply system. No. 5294.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until 3 o'clock p. m. July 15, 1918, for a fresh-water supply system at the Naval Fuel Depot, San Diego, Cal. Bids will also be opened at the office of the Public Works Officer, twelfth naval district, south of San Francisco Bay, Timken Building, San Diego, Cal., at 12 o'clock of the same day. Drawings and specification No. 3074 may be obtained on application to the above bureau or commandant of naval station. A deposit of a check or postal money order payable to the Chief of the Bureau of Yards and Docks for \$10 is required as security for the safe return of drawings and specifications.

Cement. No. 5295.—Sealed proposals will be opened by the Lighthouse Inspector, Detroit, Mich., at 2 o'clock p. m., July 15, 1918, for supplying approximately 1,000 barrels cement in bags for foundation work at Keweenaw Waterway Light Station.

Dredging. No. 5296.—Sealed proposals will be received at the United States Engineer Office, Room 1131, South Ferry Building, 44 Whitehall Street, New York City, until 12 m., August 6, 1918, for dredging and removal of bowlders in Passaic River, N. J., and dredging in Hackensack River, Woodbridge Creek, Raritan Bay, Raritan River, South River, and Keyport Harbor, N. J. Bids for any or all of these works will be considered.

Coal. No. 5297.—Sealed proposals will be opened by the Lighthouse Inspector, Milwaukee, Wis., at 2 o'clock p. m., July 15, 1918, for anthracite chestnut coal (Proposal 5803, 5804, 5805), and bituminous coal (Proposal 5810 to 5819), for delivery at various times during the fiscal year 1919 in this district.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

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NEW YORK: 734 Customhouse.
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CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 845 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingersoll Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **district and cooperative offices**. Request for each opportunity should be on a separate sheet and **state opportunity number**. The **Bureau** does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery and supplies	27147	Hats and materials	27153
Bazaar articles	27149	Hosiery	27152, 27153
Bicycles and supplies	27154	Leather and hides	27148
Boots and shoes	27153, 27154	Needles	27154
Building material	27150	Oils	27142
Canned goods	27148	Paraffin	27148
Chemical products	27148, 27152	Soap	27148
Cloth	27149	Starch	27148
Collars, rubber	27154	Stearin	27148
Cultivators and harrows	27151	Sugar and glucose	27148
Dextrin	27148	Thread and yarn	27148, 27154
Fibers	27148	Turpentine	27148
Food products	27148, 27149, 27152	Underwear	27153
Gloves	27153	Woolen goods	27154

27147.*—An agency is desired by a man in France for the sale of agricultural machines, fertilizers, and all other general products pertaining to agriculture. Reference.

27148.†—An importer in Italy, is in the market for fish oils, mineral oils, linseed and castor oils; canned meat, such as pork, corned beef, boiled beef, bacon, and lard in tins and barrels; salmon and codfish; leather and imitation leather; hides; all kinds of industrial and pharmaceutical chemical products; canned food products of all kinds; and other products, such as potato starch, glucose, sugar, stearin, paraffin, soap, cotton yarn, turpentine, manila fiber, sisal fiber, dextrin, fine starch for the manufacture of collars, etc. He would also like to represent American manufacturers and exporters of above products. Payment will be made by cash against shipping documents in New York through bank. All preliminary correspondence may be carried on with correspondent in the United States. References.

27149.*—A man in Switzerland desires to represent American manufacturers and exporters of food products, cloth, and bazaar articles. Quotations may be made f. o. b. New York. Payment will be made against bill of lading. Correspondence should be in French. References.

27150.*—An agency is desired by a firm in France for the sale of building materials. Correspondence should be in French. Reference.

27151.*—A company in British Guiana wishes to purchase walking and riding cultivators for use on heavy soil in sugar and rice cultivation, also disk harrows, both of which are to be used with light tractors. Quotations should be made f. o. b. New York. Payment will be made by cash in New York. Correspondence may be in English. References.

27152.*—A firm in France would like to secure an agency for the sale of chemical products, food products, and hosiery. Payment will be made by cash on delivery. Correspondence may be in English. Reference.

27153.*—An agency is desired by a man in Switzerland for the sale of wholesale quantities of hosiery, gloves, underwear, shoes and boots of all kinds, hats for men and women, and all raw material for the manufacture of hats. Correspondence should be in French. References.

27154.*—A man in France desires to secure an agency for the sale of bicycles and supplies, shoes, sandals, woolen goods, threads, needles, rubber collars, and other such products. Correspondence should be in French.

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No. 156

Washington, D. C., Friday, July 5

1918

CONTENTS.

	Page.		Page.
Remittances of funds and clothing to prisoners of war-----	49	Brazil restricts use and sale of fire-works-----	55
Canadian import prohibition on crude rubber-----	49	Recently issued Government publications-----	56
Italian yield of wheat, barley, and rye requisitioned-----	50	Flaxseed and linseed on list of restricted imports-----	56
Restrictions on importation of man-ganese-----	50	Norwegian Government helps the fish-ing industry-----	57
Fast freight fish service on Canadian railways-----	50	Increased charges by the Bristol Docks Committee-----	57
Canning industry in Kingston consular district-----	51	Progress of jute industry in India-----	58
Swedish sea traffic to Russia-----	51	Skins exported from Aden via Manila to America-----	59
Uruguayan imports and production of cement-----	52	Projected labor bulletin for Brazil-----	60
Wage advance in Lancashire cotton trade-----	53	Foreign trade of belligerent and neu-tral countries-----	60
Returns of Nottingham's municipal un-der takings-----	54	Representation abroad of United King-dom firms-----	62
		Maximum prices in Uruguay-----	62

REMITTANCES OF FUNDS AND CLOTHING TO PRISONERS OF WAR.

The War Trade Board has authorized persons in the United States to send foodstuffs, funds, clothing, and other articles of personal use to Germans or Austrians interned or held as prisoners of war in the United States by the War Department, provided that the consent of the War Department is first obtained and the regulations of the War Department are observed. This authorization applies only to persons held within the United States by the War Department. It does not apply to any prisoners of war held by the United States forces in foreign countries.

In accordance with this ruling (W. T. B. R., 158), hereafter persons desiring to send funds, foodstuffs, clothing, or other articles for personal use to interned aliens and prisoners of war in this country should apply directly to the War Department.

CANADIAN IMPORT PROHIBITION ON CRUDE RUBBER.

The importation into Canada of crude rubber is prohibited except under license from the Minister of Customs issued at the request of the Canadian War Trade Board. Under the customs statistical classification crude rubber is defined as including rubber and gutta percha, crude caoutchouc or India rubber unmanufactured. The order in council establishing this prohibition is dated June 15 and appears in Customs Memorandum 2218B of June 20.

Import prohibitions on articles of luxury, an account of which was given in COMMERCE REPORTS for June 13, were established for the purpose of limiting imports and thus improving the exchange situation.

If you buy War-Savings Stamps, you also help your country.

ITALIAN YIELD OF WHEAT, BARLEY, AND RYE REQUISITIONED.

[Consul General David F. Wilber, Genoa, June 5.]

A decree published in the *Gazzetta Ufficiale* of May 23 provided that the Italian Government shall proceed to requisition the 1918 harvest of wheat, barley, and rye. There are excepted from requisition the quantities necessary to the person entitled to them (a) for sowing for the agrarian year 1918-19, and (b) for food for his family, for his agricultural laborers, and employees at a fixed salary, to whom food or payment in kind must be supplied.

A declaration of the yield must be made upon a special form, giving the following information: (a) Commune where the properties are; (b) locality or denomination of the same; (c) quantity of cereals expressed in quantities (dividing the wheat into soft, semihard, and hard); (d) quantity necessary for the sowing; (e) number of members of the family actually living together of over two years of age, and number of agricultural laborers and workers with fixed salaries; (f) place or storehouse where deposited; (g) surname, name, and address of the declarant.

If the declaration is not made personally by the interested party, the declarant must state by what authority he acts in his stead.

RESTRICTIONS ON IMPORTATION OF MANGANESE.

The War Trade Board have, by a new ruling (W. T. B. R. 159), amended the restriction upon the importation of magnesite to permit its importation, under the back-haul proviso, permitting the importation of magnesite when shipped as return cargo from Europe and the Mediterranean coast of Africa, and when shipped from convenient ports where loading can be done without delay.

Importations of manganese ore from Asia and Australasia have, by another ruling, been prohibited as to ocean shipments made on and after July 20, 1918; and, to make this ruling effective, all outstanding licenses for the importation of manganese from those countries have been revoked as to ocean shipment on and after July 20, 1918.

Adequate supplies can be obtained, it has been found, from sources near by, entailing far less strain upon the tonnage resources of the United States during the present difficult period than shipments from the distant ports in Asia and Australasia.

FAST FREIGHT FISH SERVICE ON CANADIAN RAILWAYS.

[Consul E. Verne Richardson, Moncton, New Brunswick, June 26.]

It is announced by the administration of the Canadian Government Railways that, owing to the lack of sufficient express refrigerator cars and the necessity of conserving coal, a plan that was to have been put into operation to increase the express service for fish shipments from maritime ports to the cities of the upper Provinces, has been abandoned and in its stead a fast freight fish service is to be inaugurated. Under the new arrangement connections will be made as far through as Toronto.

CANNING INDUSTRY IN KINGSTON CONSULAR DISTRICT.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, June 20.]

The first canning factory established in the Kingston district began operation in 1882, at which time there were turned out from 8,000 to 10,000 cans of tomatoes a day. This increased in 1908 to 60,000 cans of tomatoes and 65,000 cans of corn in the same time. To-day there are 25 canneries in the Kingston consular district, and the claim is made that half the canned goods produced in Canada are put up in this section. The estimated output is from 850 to 1,000 cars a year.

Two or three years ago there was something of a slump in this line, production having overlapped local demand; but the war has widened the market and all of the district's factories will this year run full blast. If there is a good crop a new record in production will be established. Tomatoes have been largely planted all through the Bay of Quinte district, and, although there has not been much growth as yet, the plants are vigorous, and with warm weather they will go ahead with a rush. Peas, another important truck crop, show unusual vigor and are being very largely grown.

With regard to the sweet-corn situation more than the usual acreage has been contracted, but less than the usual will be grown because of poor germination. As many Prince Edward County farmers have depended on sweet-corn stalks for ensilage, the failure in this crop, coupled with the poor results looked for in ordinary field corn, will mean many empty silos in the county this year. Fortunately this will not be so serious a matter as a similar failure would be in some other counties, pea ensilage having proven an excellent substitute. Near all the factories in this consular district where peas and corn are put up silos have been erected. Two new ones have been built in connection with the Picton canneries this year, and these will be used for siloing pea straw from which the green peas for canning have been removed. This pea ensilage will be supplied to farmers who grow canning stuff for the factories at \$3 per ton.

SWEDISH SEA TRAFFIC TO RUSSIA.

[Berlingske Tidende (Copenhagen, Denmark), May 23.]

Sweden has a number of ships in home harbors, and it is therefore hoped to recommence trips to Russian ports as soon as conditions are quieter. A new line has been organized in Stockholm under the name "Svensk-Russisk" Shipping Co., with a capital of 3,000,000 crowns (\$804,000 at normal exchange). Two small steamers have already been acquired and plans made for building some motor ships. Regular service with Russian and Finnish harbors may be started this year.

Other companies also are planning to engage in Finnish traffic, while the Svea Co. will maintain a service to Aaland in connection with the Finska-Angbatsbolaget (a line from Stockholm to Helsingfors), which will be opened in June.

The first direct steamer since the beginning of the war left Stockholm for Petrograd on May 21.

URUGUAYAN IMPORTS AND PRODUCTION OF CEMENT.

[Consul William Dawson, Montevideo.]

The following figures show imports of Portland cement into Uruguay during the calendar years 1913, 1915, 1916, and 1917, in metric tons of 2,204.6 pounds each:

From—	1913	1915	1916	1917	From—	1913	1915	1916	1917
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Argentina.....	1,553	649	999	1,353	Norway.....			108	
Austria-Hungary.....	3,048				Spain.....		9	36	48
Belgium.....	16,297	7			Sweden.....		337	815	1,819
Brazil.....	2		1	1	United Kingdom.....	8,178	5,640	2,531	4,752
France.....	13,034	1,610	1,214	440	United States.....	1,224	1,911	810	1,068
Germany.....	13,403		93						
Italy.....	407		332	197	Total.....	57,151	10,163	8,926	9,678

The remarkable falling off in imports of cement as compared with the prewar period is due to the lack of activity in building and construction work, the difficulty of securing cement from abroad, and the rapid development of the home industry. As a result of the latter, Uruguay is now exporting cement, as appears from the following figures showing exports in metric tons:

To—	1913	1916	1917
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Argentina.....	27	1,259	6,041
Brazil.....	79	1,947	5
Paraguay.....	45	36	140
Total.....	151	3,242	6,186

Importance of Uruguayan Plant.

At present practically all cement used in Uruguay is produced by the Fábrica Uruguaya de Portland of Messrs. Metzen-Vincenti y Cia., located at Sayago (Montevideo). This factory began operations shortly before the outbreak of the European war, after thorough experiments with native materials running back as far as 1909 had been made by German experts. It has a concession from the Uruguayan Government giving it certain privileges as respects taxation, which concession expires in 1928. The company has its own limestone quarries situated in the Department of Minas. Stone is extracted by modern methods, including the use of compressed-air drills. The original equipment for the making of cement was furnished and installed by the Amme, Giesecke und Konegen Aktien-Gesellschaft, Braunschweig, Germany. The plant has subsequently been expanded and now has a capacity of over 400,000 barrels per year. The plant and its dependencies represent an investment of 800,000 Uruguayan gold pesos (\$827,000).

The Uruguayan plant's product, which is known as the "Metzen" brand, is said to be a gray cement of very good quality, comparing favorably with cement imported from Europe. It is already well known in Argentina. It is put up for sale in 50-kilo (110 pounds) sacks and barrels weighing 180 kilos (397 pounds) gross and 170 kilos (375 pounds) net.

The "Metzen" cement was quoted on April 1, 1918, at 2.85 pesos (\$2.95) per sack of 50 kilos and 9.80 pesos (\$10.13) per barrel of 180 kilos (gross). Prices are for cement delivered at Montevideo or at railway station or dock (Montevideo). The company buys back sacks at 8.3 cents each.

Customs Duty.

Portland cement is classified under paragraph 3632 of the Uruguayan import tariff and is subject to an import duty of 20 per cent, to which must be added surtaxes amounting to 14 per cent. This duty of 34 per cent (including surtaxes) is assessed not on the invoice value but on the "avalúo," or official valuation, for customs purposes amounting to 1.60 pesos per 100 kilos of gross weight. This makes the duty equivalent to a specific rate of 25.5 cents (U. S. currency) per 100 pounds (gross weight). There are further certain minor charges which, according to an importer, bring the actual entrance charges on imported cement up to roughly 1.05 pesos (\$1.09) per barrel. The import duty and charges stated are applicable to cement imported from all countries.

[A list of dealers in and possible users of cement and other building material in Uruguay can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 102768.]

WAGE ADVANCE IN LANCASHIRE COTTON TRADE.

[Consul Ross E. Holaday, Manchester, England, May 23.]

The Manchester Guardian of May 23 contained the following item relating to the advance of 25 per cent granted to operatives in the cotton industry by the Cotton Control Board:

The quarter of a million operatives in the spinning and manufacturing branches of the Lancashire cotton trade are to be recommended to accept an advance of 25 per cent on the standard rates of wages, this being the compromise come to between the employers' and operatives' representatives at a conference held yesterday in Manchester to consider the operatives' claim for an advance of 30 per cent. The continued payment by the Cotton Control Board of unemployment grants to operatives who are temporarily or permanently out of work in consequence of the board's scheme for the further curtailment of the consumption of raw cotton, which will shortly come into force [see COMMERCE REPORTS for June 22, 1918], is an integral part of the agreement reached. Sir Herbert Dixon, chairman of the Cotton Control Board, received an urgent request to preside at the conference at the afternoon sitting, and at the end of about seven hours' negotiations Mr. H. D. Henderson, the secretary of the Cotton Control Board, issued the following official statement:

"At a meeting for the purpose of considering the wages question it was agreed to recommend to the respective organizations the following as a settlement: That an advance of 25 per cent on the standard piece price list rates of wages be paid on the pay day in the week ending June 15, 1918, and with this advance the rate of wages to remain unchanged up to and including the week ending Saturday, December 7, 1918.

"That if the above is accepted the employers agree to the Cotton Control Board making such levies on employers running machinery as will enable the board to continue the unemployment pay at the present rate up to and including the week ending Saturday, December 7, 1918."

The distinctive feature of the agreement is that it embraces all branches of the Lancashire cotton trade, and that the award is a uniform one.

"Thrive by Thrift, Buy War Saving Stamps."

RETURNS OF NOTTINGHAM'S MUNICIPAL UNDERTAKINGS.

[Consul C. M. Hitch, Nottingham, England, June 4.]

The Nottingham Tramways Committee, in its statement to the city council for the year ended March 31, 1918, reports total receipts of \$1,194,335, which is an increase of \$178,560 over the previous year. The operating expenses were \$777,420 for the same period, which is an increase of \$88,835. There was a decrease in the cost of maintenance, compensation, law charges, and for miscellaneous expenses amounting to \$12,620. In consequence of the serious shortage of labor and material it was not possible to carry out permanent-way renewals to any considerable extent, the amount expended therefor being \$12,125.

The miles traveled by the cars during the year totaled 3,776,225, an increase of 9,864 miles as compared with the previous year. The average number of cars in service rose from 116 to 119 per day. Passengers carried numbered 52,690,881, being an increase of 5,209,947. Of the total number of passengers carried, 39,244,107 were the ordinary 2-cent fares, or 74½ per cent of the total. The ordinary 2-cent fares were increased to 3 cents beginning April 1.

After deducting all of the operating expenses, there was a net balance of \$416,915, which was disposed of as follows: Interest on stock and loans, \$83,190; repayment of capital, \$120,870; reserve and renewals fund, \$122,835; reserve accident fund, \$10,000; and the remainder, \$80,000, was applied to the district tax rate.

Smaller Consumption of Gas.

The report of the gas committee shows a total income of \$2,267,245 during the year, and disbursements for the same period of \$1,648,930. The balance, together with \$133,310 brought forward from the previous year and \$35,435 interest, brought the total net income for the year up to \$787,060. After deducting interest on capital, sinking-fund contributions, and depreciation, \$477,235 remained at the disposal of the council, of which \$150,000 was applied to the district tax rate, \$150,000 to the renewals fund, and \$175,000 to the reserve fund.

The quantity of gas sold during the year was 2,244,670,300 cubic feet, as against 2,085,131,600 cubic feet for the previous year, being an increase of 159,538,700 cubic feet, although a decrease of 6,632,400 cubic feet as compared with the year ended March 31, 1914. The amount of gas sold per ton of coal carbonized was 12,004 cubic feet, as against 11,802 cubic feet for the corresponding period of 1917. The gas sold for public lighting was only 3,690,000 cubic feet, as compared with 102,143,500 cubic feet for the year ended March 31, 1914. This great decrease was due to the darkened conditions of the streets at night, and also to the great saving in the amount of gas consumed for illuminating purposes since the daylight-saving law became operative.

Ready markets and good prices for coke, ammonia products, crude carbolic, creosote, and naphthalene prevailed during the year. The outlook for pitch has also improved, but prices are still very low. Further substantial advances of war wages and bonuses have been granted to the workmen.

The gas committee concluded its report by stating that the utmost difficulty had been experienced in keeping up the supply of gas dur-

ing the winter, owing to the shortage of coal, gas oil, and labor. The stock of coal was then practically exhausted, and there is no probability of the same being replenished. The outlook for next winter is therefore considered serious. It was the opinion of the committee that a further increase in the price of gas would have to be made in the near future. The present price of gas for domestic purposes is 68 cents per 1,000 cubic feet and 50 cents for power purposes.

Electricity Plant Failed to Show Profit.

The city electricity plant was the only one of the municipal undertakings that failed to show a profit during the past year. The reason assigned by the committee was the large increase in the cost of coal and war bonuses to employees. Seven hundred tons less of coal were consumed and 216,174 more units of electricity generated at an increased cost of \$24,380 for coal. Owing to the restrictions of the Ministry of Munitions many applications for lighting and power had to be refused.

The question of the provision of a new electric-generating station has received very careful consideration. Reports have been obtained as to the most suitable site for such a station, and inquiries are being made so that the committee may be placed in a position to proceed immediately after the conclusion of the war.

The users of electricity now number 5,070. The number of 32-watt lamps, or their equivalent, on March 31 last was 589,159, which is an increase of 18,866. Thirty-nine additional motors, aggregating 472 horsepower, have been connected with the mains, making a total of 2,194 motors and 9,832 horsepower. The number of units sold during the year was 14,933,616; and while the number of consumers has increased since the commencement of the war from 4,861 to 5,070, the average price obtained per unit has risen from 3.56 to 3.82 cents. The report of the committee concluded with a recommendation for a further increase of 13½ per cent in the price of electricity, which was adopted by the city council; this brings the total increase since the beginning of the war up to 33½ per cent.

BRAZIL RESTRICTS USE AND SALE OF FIREWORKS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 24.]

The Prefect of the Federal District of Brazil recently issued an order calling for the strict enforcement of the provisions of law No. 1644, of October 27, 1914, relating to bonfires, the use and sale of balloons, and the display of fireworks in the public commons.

Article 1 of this law prohibits the use or sale, in any part of the Federal District, of the class of fireworks commonly known as "balao de fogo" (fire balloon), and for infractions of the law provides a penalty, besides the confiscation of the prohibited article, of about \$12.50 American currency, doubled on the second offense, or, in default of payment of the fine, eight days' imprisonment.

Article 2 of the law prohibits the practice of making bonfires or of displaying fireworks in the public commons or from the doors and windows which overlook them, applying the same penalties as above.

RECENTLY ISSUED GOVERNMENT PUBLICATIONS.

Copies of the following Government publications, which have just been published, can be obtained from the Superintendent of Documents at Washington:

Radio Instruments and Measurements (Standards Bureau Circular 74, reprint).—A most important radio publication covering the fundamentals of electromagnetism, principles of alternating currents, radio circuits, damping, instruments and methods of radio measurement wave meters, condensers, coils, current measurements and datas, etc. Price, 60 cents.

Manual for Commanders of Infantry Platoons (translated from the French, edition of 1917, at the Army War College, reprint).—Covers the principles of command, elementary training of infantrymen, various information necessary for a platoon commander, general discipline, infantry in cantonments, infantry in the trenches, attack of a position and methods of instruction. Price, 40 cents.

Coal-Tar Products and the Possibility of Increasing their Manufacture in the United States (Mines Bureau Technical Paper 89)—with chapter on Coal-Tar Products used in Explosives).—Covers raw materials, supply of coal suitable for by-products manufacture, production and disposal of coal tar, its products used in making explosives, nitrobenzenes, nitrotoluenes, nitronaphthalenes, picric acid and picrates, etc. Price, 5 cents.

United States Government Specification for Portland Cement (Standards Bureau Circular 33, reprint).—Covers United States Government specifications, portland cement, chemical properties, physical properties, packages, marking and storage, etc. Price, 10 cents.

Electrical Goods in Australia (Special Agents Series 155, reprint).—Gives general review of trade conditions in Australia, conduct of trade, and technical data. Price, 15 cents.

Customs Tariff of Australia (Tariff Series 37, Bureau of Foreign and Domestic Commerce).—Covers the level of duties, preferential provisions, customs act and regulations, the customs tariff, etc. Price, 10 cents.

Textile Market of Chile (Special Agents Series 164).—Gives information on the cotton-goods trade, silk-goods trade, woolen-goods trade, linen-goods trade, and contains information concerning raw cottons, jute and hemp goods, textile manufacturing, customs charges, weights, measures, and currency, etc. Price 10 cents.

Ground Connections for Electrical Systems (Standards Bureau Technical Paper 108).—A technical work covering resistance of ground connections, uses and service conditions of ground conditions to different forms of ground conditions and electrical and mechanical construction, fire hazard, and interference with service in grounding, etc. Price, 30 cents.

Copper (Standards Bureau Circular 73).—Covers commercial copper, metallography of copper chemical properties, physical properties, thermal, optical, heat treatment, impurities, and includes gases, hardening, etc. Price, 20 cents.

A Specific Gravity Balance for Gases (Standards Bureau Technical Paper 89).—Covers purpose of the investigation, principles of the method, description of the apparatus and experimental results. Price, 5 cents.

FLAXSEED AND LINSEED ON LIST OF RESTRICTED IMPORTS.

Flaxseed and linseed have been placed by the War Trade Board, in a new ruling (W. T. B. R. 160), upon the List of Restricted Imports.

All outstanding licenses for the importation by sea of flaxseed and linseed have been revoked, except for the importation of flaxseed or linseed which is now in transit or is to be transported upon vessels which are now loading. No licenses will be issued hereafter for the importation of flaxseed or linseed, except that, up to and including July 10, 1918, licenses will be issued for the importation of cargoes which are now in transit and for the cargoes of vessels which are now loading.

NORWEGIAN GOVERNMENT HELPS THE FISHING INDUSTRY.

[Vice Consul H. E. Carlson, Christiania, May 21.]

In order to help the Norwegian fishing industry to find a market for the annual catches of fish, the Government some time ago undertook to make large purchases of the fish thus caught. The fish is purchased by one of the several Government commissions charged with providing the country with food supplies.

The fish thus acquired is disposed of in several ways. It is highly desirable that most of it be consumed within the country, and every effort has been made to increase the use of fish as food in Norway. A considerable amount is sold abroad, some going to England and Germany, and some to the adjoining Scandinavian countries. Recently a large shipment was sent to Finland, and efforts are now being made to create a market for Norwegian fish in northern Russia. Such quantities of fish as are not used in either of the above ways are ground into fish meal, which is used as fodder for cattle.

Government Purchases Dried Cod.

The chairman for one of the commissions named above recently stated that the Government has now closed all of its contracts for the purchase of klipfish (dried cod) for the present.

It is said that the State has now purchased from 11,000 to 12,000 tons of dried cod, of which not all has yet been delivered, owing to the fact that the fishermen are still busy on the sea. The fish is reported as being in very good condition. It has been purchased at an average price of 1 crown (\$0.286), which makes the total price from 11,000,000 to 12,000,000 crowns (\$2,948,000 to \$3,216,000).

An unusually large amount of dried cod has been sold within the country this year. The Fish Provision Commission estimated that 700 tons would be consumed per annum, but this estimate is now shown to be far too low. In the period from January 1, 1918, to the present more than 900 tons have been disposed of. This is, however, not a large part of the quantity of the dried cod that the Government has on hand. It is therefore hoped that there will be large exports of dried cod. During the past two years the exports of this fish have been small, but inquiries for dried cod have come from Italy, Spain, and Portugal, and were it not for the question of tonnage, the fish now on hand could easily be sold.

INCREASED CHARGES BY THE BRISTOL DOCKS COMMITTEE.

[Consul J. S. Armstrong, Jr., Bristol, England, June 3.]

The Bristol Docks Committee has announced that, in consequence of the extra expenditures entailed in working the docks under existing war conditions, and of the war allowance granted to dock laborers by the committee on production, the rates, charges, and rents shown in their current schedules will be increased as follows, as from May 6, 1918:

Laborage operations on grain, seeds, general goods, wood goods, cold-storage goods, and other services, an additional 55 per cent, making a total increase of 100 per cent on the schedule rates; rent charges on grain, seeds, general goods, wood goods, cold-storage goods, etc., an additional 13½ per cent, making a total increase of 33½ per cent on the schedule rates.

PROGRESS OF JUTE INDUSTRY IN INDIA.

[Consul General James A. Smith, Calcutta, Apr. 6.]

The record of the jute industry in India has been one of uninterrupted progress. The industry centers in Bengal, and this section of India may be said for all practical commercial purposes to be the only jute-producing territory in the world.

A recent statement issued by the Director of Statistics shows the progress of the jute mills here from the earliest year for which complete information is available. The figures give the quinquennial average from the fiscal year 1879-80 up to the fiscal year 1913-14 and actual results in 1914-15, 1915-16, and 1916-17.

The following table shows the number of mills, their authorized capital, the number of persons employed, and the number of looms and spindles, with the variation for each period, taking the average of the quinquennium from 1879-80 to 1883-84 as 100:

Period.	Mills.	Index No.	Capital.	Index No.	Em- ployees.	Index No.	Looms.	Index No.	Spindles.	Index No.
1879-80 to 1883-84 a	21	100	\$8,782,413	100	38,930	100	5,599	100	88,000	100
1884-85 to 1888-89 a	24	114	11,002,613	126	52,730	136	7,000	127	138,407	157
1889-90 to 1893-94 a	26	121	13,061,689	149	61,330	166	8,393	151	172,000	196
1894-95 to 1898-99 a	31	148	16,918,664	193	86,700	223	11,780	213	244,800	278
1899-1900 to 1903-4 a	36	171	22,061,466	251	114,200	294	16,200	285	331,600	380
1904-5 to 1908-9 a	46	219	31,145,690	355	165,000	425	24,800	451	510,500	580
1909-10 to 1913-14 a	60	284	39,932,000	443	208,400	537	33,500	609	691,800	786
1914-15.....	70	333	45,235,740	515	233,300	614	38,400	693	795,500	904
1915-16.....	70	333	42,009,562	488	254,190	655	39,900	725	812,400	923
1916-17.....	74	352	45,291,672	516	262,600	677	39,700	722	821,300	937

a Average.

Exports of Jute Manufactures.

The production of the mills has increased to a still greater extent, as the following table of exports of jute manufactures discloses. It is interesting to note that the combined value of gunny bags and gunny cloths exported from British India by sea in 1916-17 is over 33 times as great as the average value of the exports in the period 1879-80 to 1883-84.

Period.	Gunny bags (number).	Index No.	Gunny cloths (yards).	Index No.	Value.	Index No.
1879-80 to 1883-84 a	54,903,000	100	4,403,000	100	\$4,052,172	100
1884-85 to 1888-89 a	77,097,030	140	15,407,000	350	5,285,019	130
1889-90 to 1893-94 a	111,500,000	203	41,000,000	932	9,385,856	232
1894-95 to 1898-99 a	171,203,000	312	182,000,000	4,136	16,805,646	415
1899-1900 to 1903-4 a	206,500,000	376	427,200,000	9,709	26,814,415	662
1904-5 to 1908-9 a	257,800,000	469	698,000,000	15,864	46,805,967	1,154
1909-10 to 1913-14 a	339,100,000	618	870,000,000	22,045	65,691,261	1,621
1914-15.....	397,600,000	721	1,057,000,000	24,030	87,768,686	2,067
1915-16.....	794,100,000	1,447	1,192,300,000	27,098	123,213,291	3,041
1916-17.....	805,000,000	1,466	1,230,100,000	27,957	135,142,714	3,333

a Average.

War Affects Shipments of Raw Jute.

Until the outbreak of the war British India's exports of raw jute by sea were marked by increases from year to year, although the growth was not so rapid as in the case of manufactures. In 1914-15 a sharp decline occurred, and, though there was some im-

provement the next year, exports did not reach their former level in either 1915-16 or 1916-17, as the following table shows:

Period.	Raw jute.	Index No.	Period.	Raw jute.	Index No.
	<i>Tons.</i>			<i>Tons.</i>	
1879-80 to 1883-84 <i>a</i>	375,000	100	1904-5 to 1908-9 <i>a</i>	755,000	201
1884-85 to 1888-89 <i>a</i>	445,000	119	1909-10 to 1913-14 <i>a</i>	765,000	204
1889-90 to 1893-94 <i>a</i>	500,000	133	1914-15	595,000	155
1894-95 to 1898-99 <i>a</i>	615,000	164	1915-16	600,000	160
1899-1900 to 1903-4 <i>a</i>	635,000	169	1916-17	540,000	144

a Average.

SKINS EXPORTED FROM ADEN VIA MANILA TO AMERICA.

[Consul Addison E. Southard, Aden, Arabia; *see also* COMMERCE REPORTS for July 2.]

A recent interesting development in the Aden export trade has been the shipping of nearly 1,000 bales of goat and sheep skins to the United States via Manila. Normally a large part of the skins handled in this market are exported to the United States, and owing to the lack of shipping space large stocks purchased for American importers have been accumulating in Aden. There being no prospect of shipping space via the Mediterranean, which is the usual route for skin shipments to the United States, local exporters have been considering other routes and some shipments have been made via India. Owing to the long journey of approximately 15,000 miles from Aden to New York via the Pacific, it has not heretofore seemed practicable to make shipments over that route. However, space from Aden to Manila was offered on a Spanish steamer that recently called at this port, and several exporters have made the venture of starting shipments via Manila over the long Pacific route to New York.

Rates Via Manila Compared With Those by Way of Mediterranean.

The rate from Aden to Manila by this Spanish steamer was about \$25 per measurement ton, and one firm informs the consulate that its forwarding agent in Manila has obtained a rate of \$100 per measurement ton from that port to New York. If these shipments of skins can go through at that rate, the cost of shipping by this new route will be little more than by the regular and shorter Mediterranean route. A local exporter who attempted to arrange for the charter of a steamer from Aden to New York via the Mediterranean or the Cape of Good Hope, depending upon circumstances, offered a rate of approximately \$300 per weight ton for skins. Therefore, if space from Manila to the United States is available, which local exporters seem to think is the case, it is likely that a considerable share of Aden exports to the United States may go by that route so long as present shipping conditions via the Mediterranean prevail.

Hides and Gum Also Shipped Via Manila.

With the goat and sheep skins recently shipped to New York via Manila 59 bales of hides and 37 bags of gum arabic were also shipped. Other exports from Aden to the United States are coffee, shells, senna, ivory, and civet, but so far as is known no exports of these commodities have as yet been made via Manila and the Pacific.

PROJECTED LABOR BULLETIN FOR BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 20.]

A bill has been introduced in the Brazilian Congress for the publication of a quarterly labor bulletin. It is proposed that, from the date of the definite organization of the National Department of Labor, the department shall publish a quarterly labor bulletin, to exchange information regarding questions of labor and similar subjects.

The expenses of publishing this bulletin are to be paid from a fund of 25 contos (about \$6,250 in American currency) which the National Department of Labor shall reserve from the revenues derived from the Brazilian agricultural colonies.

Besides the information that the Department of Labor considers suitable to print in this bulletin, it is proposed to make the publication of the following subjects obligatory: (1) Labor statistics; (2) labor laws; (3) decrees which promulgate these laws; (4) judicial decisions regarding labor questions; (5) congressional proceedings on questions of labor; (6) memorials, conferences, monographs, and other data pertaining to these subjects, and especially to trade unions.

It is also proposed that one section of this bulletin be devoted to answering requests for information concerning statistics and labor legislation of all nations of the American republics.

FOREIGN TRADE OF BELLIGERENT AND NEUTRAL COUNTRIES.

The foreign trade of the belligerent countries and the principal neutrals from 1913 to 1917 is given in the table below for the years for which statistics are available. Imports into the United States increased from \$1,792,596,000 in 1913 to \$2,952,468,000 in 1917, while exports increased from \$2,484,018,000 in 1913 to \$6,231,245,000 in 1917. There was a slight drop in exports in 1914 due to the demoralization of shipping facilities caused by the outbreak of the war, but in succeeding years the value of exports mounted rapidly by reason of the increased purchases of foodstuffs and munitions by the Allied countries, the extension of American trade to countries formerly served by European competitors, and higher prices.

The imports into the United Kingdom, France, and Italy, have in general shown an appreciable increase owing to the large purchases for war purposes; the exports of these countries show a decrease owing to smaller domestic production and the scarcity of shipping. Russian exports and imports have both decreased as a result of the closing of the usual trade route through Germany. No statistics of German and Austrian trade have been published for years later than 1913, but after the outbreak of the war the trade of these countries was limited to the surrounding neutrals. For Japan both the imports and exports show a large increase in 1917 over 1913, owing to the rapid expansion of manufacturing and the increased market for Japanese goods in the Far East in countries formerly obtaining goods from Germany and other European countries.

In the neutral countries of western Europe, with the exception of the Netherlands, the values of exports in 1915 exceeded those of

1913; the values of imports were greater for Norway and Sweden, but less for the Netherlands, Switzerland, Spain, and Portugal. The increase in exports was due partly to higher prices and partly to increased buying by all the belligerents, while the increase in imports into Norway and Sweden was due in part to higher prices and in part to the necessity of importing foreign goods to replace domestic supplies shipped to the countries at war. The decrease in imports into the Netherlands, Spain, and Portugal was doubtless due to difficulties in securing shipping space, while the decrease for Switzerland was probably owing to restrictions of exports from the central powers.

Imports and Exports by Countries.

In comparing the figures given in the following table showing the imports and exports of the principal neutral and belligerent countries, consideration should be given to the general increase in prices that has occurred since the outbreak of the war.

Countries.	1913	1914	1915	1916	1917
IMPORTS.					
United States.....	\$1,792,596,000	\$1,789,276,000	\$1,778,597,000	\$2,301,635,000	\$2,932,468,000
United Kingdom.....	3,741,048,000	3,390,175,000	4,145,739,000	4,615,997,000	5,184,070,000
France.....	1,426,817,000	1,235,619,000	2,129,965,000	2,922,767,000	
Italy.....	703,406,000	564,206,000	907,785,000	1,619,323,000	1,492,314,000
Russia.....	707,027,000	555,496,000	596,390,000		
Germany.....	2,773,830,000				
Austria-Hungary.....	691,535,000				
Netherlands.....	1,574,990,000	1,161,439,000	848,552,000		
Norway.....	148,022,000	152,090,000	232,615,000		
Sweden.....	226,672,000	194,541,000	296,191,000		
Spain.....	231,902,000	190,098,000	153,548,000	182,595,000	167,457,000
Portugal.....	119,842,000	98,444,000	109,205,000		
Japan.....	253,257,000	296,676,000	265,150,000	376,761,000	515,834,000
Switzerland.....	570,525,000	268,323,000	324,266,000	432,051,000	
EXPORTS.					
United States.....	2,484,915,000	2,114,624,000	3,554,071,000	5,482,641,000	6,731,265,000
United Kingdom.....	5,093,422,000	5,520,730,000	2,355,048,000	2,438,616,000	2,894,962,000
France.....	1,367,782,000	837,085,000	759,912,000	987,125,000	
Italy.....	682,809,000	426,408,000	496,045,000	596,049,000	435,974,000
Russia.....	762,809,000	402,384,000	206,045,000		
Germany.....	2,362,239,000				
Austria-Hungary.....	582,247,000				
Netherlands.....	1,230,399,000	1,407,108,000	768,108,000		
Norway.....	165,224,000	169,896,000	159,872,000		
Sweden.....	219,049,000	236,991,000	552,786,000		
Spain.....	193,371,000	181,405,000	218,489,000	272,210,000	268,490,000
Portugal.....	61,238,000	52,883,000	63,841,000		
Japan.....	314,965,000	294,516,000	332,737,000	261,479,000	798,297,000
Switzerland.....	266,645,000	222,619,000	322,321,000	472,469,000	

NOTES.—The Swiss figures of trade include bullion, but not coin. In all of her cases trade in merchandise only is shown. Special trade—imports for consumption and exports of domestic merchandise—is shown for France, Italy, Russia, and Austria-Hungary. In all other cases the figures represent total imports and exports.

The value of imports into the United States, as shown, represents the foreign market value of the goods, exclusive of freight, insurance, and other charges. In all other cases "value on arrival" is shown. The official valuation of imports and exports in the Netherlands is largely arbitrary, and the totals are probably larger than the actual values.

The Spanish peseta has been converted at the following rates: 1913, 80.18; 1914, 80.186; 1915 and 1916, 80.26; 1917, 80.225. The official values of the Spanish schedule appear to be below the level of war-time prices. The *España Económica y Financiera* for March 2, 1918, estimates the imports in 1917 at \$334,898,000, and the exports at \$385,032,000.

The British figures of imports for the period preceding July, 1917, include all articles of food but not other goods which at the time of importation were the property of the British or other Allied Governments. The export figures for the same period include goods bought in the United Kingdom by or on behalf of the Allied Governments, but do not include goods taken from British Government stores and shipped on Government vessels. The figures for 1917 include, for the latter half of the year, merchandise imported and exported in public as well as private ownership, except exports for the use of the British forces in active service.

Since the beginning of the war no trade reports have been published by Germany or its allies.

REPRESENTATION ABROAD OF UNITED KINGDOM FIRMS.

[British (Government) Board of Trade Journal, June 13.]

Cases have recently been brought to the attention of the Department of Overseas Trade (Development and Intelligence) in which the United Kingdom firms have broken off their relations with their agents abroad on the ground that, owing to preoccupation on war work or other difficulties, they are unable to deliver goods for export.

The difficulties experienced by manufacturers in maintaining their overseas trade are fully appreciated, but it is also well to bear in mind the position of overseas agents who find themselves unable to obtain their normal supplies of goods from the United Kingdom. It will not be disputed that a good agent is as valuable an asset to a manufacturer as any unit in his manufacturing organization, and that the retention of his services may assist materially in keeping together the good will of the manufacturer's connection, even if orders from overseas can not be executed. It may also be pointed out that the severing of connections with a good agent must necessarily lead to the agent seeking other principals, and so transferring his services and experience to a competitor.

The majority of British manufacturers have, no doubt, taken these facts into account, and instances have been brought to the attention of the department in which the manufacturer has arranged to pay his agent a sum based on the commissions earned by him in more normal times.

MAXIMUM PRICES IN URUGUAY.

[Consul William Dawson, Montevideo, May 11.]

The Uruguayan National Subsistence Board, created by the law of December 20, 1917, has during the past month continued its activities along the lines of price regulation.

One of the most important measures taken consists in fixing maximum prices for bread. A governmental decree of April 15, 1918, set the price of bread of the first class at 4.22 cents per pound and bread of the second class at 3.75 cents per pound. These prices were, however, subsequently modified by a decree of May 7, which established the following maximum rates: Flour, first grade, in 70-kilo bags [kilo=2.2046 pounds], 3.89 cents per pound to bakeries; bread made of same, 4.69 cents per pound sold over the counter; flour, second grade, in 70-kilo bags, 3.42 cents per pound to bakeries; bread made of same, 4.22 cents per pound sold over the counter.

A decree of April 23 extended that of February 9, 1918, prohibiting the exportation of eggs, so as to make it include preserved foods requiring eggs in their preparation. A decree of April 22 supplemented prices already fixed for eggs on April 9 by making the maximum price for persons selling to wholesalers 41.4 cents per dozen, for wholesalers selling to retailers 46.5 cents per dozen, and for retailers selling to the public 51.7 cents per dozen.

Commodities Affected by Decree of April 9.

By this decree of April 9, just mentioned, the Uruguayan Government fixed, upon the recommendation of the National Subsistence

Board, maximum prices for a long list of commodities. Those established for vegetables were:

Articles.	Price per pound.		Articles.	Price per pound.	
	For farmers and im- porters.	For re- tailers.		For farmers and im- porters.	For re- tailers.
	<i>Cents.</i>	<i>Cents.</i>		<i>Cents.</i>	<i>Cents.</i>
Cabbage.....	4.22	5.03	Red peppers.....	5.63	7.50
Lettuce.....	3.75	5.16	Tomatoes.....	2.35	3.28
Carrots.....	4.09	6.10	Onions.....	4.09	6.10
Leeks.....	4.60	6.10	Garlic.....	2.81	3.75
Beets.....	3.75	5.16	Sweet potatoes.....	2.81	3.75
Squashes.....	2.81	3.75	Eggplants.....	3.75	5.16
Radishes.....	3.28	4.09	Saltwort.....	2.81	3.75
Turnips.....	3.75	5.16	Mar del Plata potatoes.....	4.22	5.63

Prices for Cottonseed and Olive Oil.

For cottonseed oil the maximum prices to be charged by the wholesaler to the retailer were fixed by this same decree of April 9 as follows: In casks, per 10 kilos net, at the rate of 37.52 cents a pound; in cans of 16.36 to 17 kilos, per 10 kilos net, at the rate of 38.69 cents a pound.

For cottonseed or peanut oil packed in the country and for imported olive oil, in cans of 1 to 5 kilos, the maximum prices were fixed at:

Articles.	Price per can.		Articles.	Price per can.	
	Whole- saler to retailer.	Retailer to con- sumer.		Whole- saler to retailer.	Retailer to con- sumer.
Cottonseed or peanut oil packed in the country:			Olive oil—Continued.		
1-kilo cans.....	\$0.88	\$0.96	Imported from Italy—		
2-kilo cans.....	1.85	1.81	1-kilo cans.....	\$1.03	\$1.14
2½-kilo cans.....	2.97	2.22	2-kilo cans.....	1.96	2.17
5-kilo cans.....	4.15	4.45	2½-kilo cans.....	2.43	2.64
Olive oil:			5-kilo cans.....	4.76	5.17
Imported from Spain—			Imported from France—		
1-kilo cans.....	.93	1.06	1-kilo cans.....	1.14	1.24
2-kilo cans.....	1.81	1.96	2-kilo cans.....	2.17	2.38
2½-kilo cans.....	2.22	2.43	2½-kilo cans.....	2.60	2.95
5-kilo cans.....	4.45	4.86	5-kilo cans.....	5.38	5.89

All of the foregoing weights and prices are understood inclusive of can. For cans of over 5 kilos proportionate prices are to be charged. Sales made by wholesalers to retailers are to be according to terms usual here, a discount of 5 per cent being allowed for cash.

The decree further prohibits the exportation and reexportation of edible oils.

Retailers' Profits—New Soap Prices.

From reports submitted by the National Subsistence Board and published with the decree of April 9, it appears that the investigations of the board showed that various kinds of vegetables were being resold to the public by retailers at a profit of 80 to 150 per cent. Fruit and vegetables are sold at Montevideo very largely by peddlers. The prices for edible oils have been based on those ruling

on February 1, 1918. The board states in its report that there have been no arrivals of oil during the past five months. It found that retailers were, without any sufficient reason, charging the following prices for 2½-kilo cans: Cottonseed oil packed in country, \$2.48; Spanish olive oil, \$3.10; French olive oil, \$4.14.

A decree of April 24 fixed a new scale of maximum prices for soap by adding 5 pesos per 100 kilos (\$2.35 per 100 pounds) to the prices established by resolution of March 7 [see COMMERCE REPORTS for Apr. 23, 1918]. However, these new prices are to remain in force only until the arrival of soda and resin ordered from the United States. In recommending the foregoing increase in prices the National Subsistence Board suggested that the Government endeavor to obtain from the United States 1,000 drums of caustic soda and 2,000 barrels of resin.

New Decrees Modify Former Prices.

Other measures of less general interest have been a decree of April 23, establishing a new maximum wholesale price for potatoes of superior grade, fixed at 4.7 cents per pound, while the retail price remains at 5.63 cents; a decree of April 26 modifying the maximum prices for edible oils fixed by decree of April 9; and a decree of May 7 fixing new prices for vegetables.

The new prices for oil show an increase ranging up to 9 per cent over those established on April 9 for cottonseed oil and for olive oil from Spain and France, while those for Italian oil remain about stationary. The decree of May 7 regulating the price of vegetables contains a large number of items, distinguishes between different grades, and, unlike the first decree dealing with the matter, does not fix all prices by weight, but provides for the sale of many vegetables by the head, dozen, hundred, etc.

Finally, a decree of May, fixes a new scale of maximum prices for beef fat (special packing house, salting plant, or other manufacture, except so-called "Palmitina"), as follows: Manufacturer to dealer, 13.6 cents per pound for 20-kilo cans, 14.07 cents for 10-kilo cans, and 14.54 cents for 5-kilo cans, all including container; dealer to public, 17.35 cents per pound for 5-kilo cans, including container, and 16.43 cents per pound net.

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1918

CONTENTS.

	Page.		Page.
Profits of Greek merchant marine.....	65	Harbor improvements in Norway.....	72
Increased port charges at Manchester.....	65	Cutlery trade of Montevideo.....	73
Swedish foreign trade preparations.....	68	Annual meeting of the Association of Chambers of Commerce of United Kingdom.....	74
Extension of railway mileage in China.....	67	Wolfram ore in Swatow consular dis- trict.....	79
Argentine concession for electric power installation.....	67	Automobile dealers in Algeria.....	79
Silkworm cultivation in British India.....	68	Proposals for Government supplies and construction.....	80
Glassware trade of Straits Settlements.....	70		
Campaign against malaria in Brazil.....	70		
Production and use of cement in Den- mark.....	71		

PROFITS OF GREEK MERCHANT MARINE.

[Vice Consul C. M. Corafa, Athens, May 19.]

Now that the figures representing the profits of the Greek steam merchant marine for 1917 are at hand, it is possible to estimate the gains of Greek shipowners for the period of the present world war.

For 1915, the first year of the war, profits reached an estimated total of \$27,020,000, and for 1916, \$42,460,000. In 1917 all the Greek steamers employed by the Allies were indemnified at 30 shillings per month per burden ton, i. e., on steamers of a capacity of about 500,000 tons monthly collections of 15,000,000 shillings, or \$3,649,870, were made and an annual collection of 180,000,000 shillings, or \$43,798,500. The cost of premiums on war insurance and crew expenses amounted to about \$7,299,750, leaving a net balance for 1917 of \$36,498,750.

On the basis of the above estimates, the total amount netted by the Greek merchant marine for the three years 1915-1917 is found to be \$144,578,750, this sum including \$38,600,000 received as the purchase price of vessels sold and as indemnities for vessels lost by various sea accidents. This figure is conservative, and, if at all at variance with the truth, rather under than over the correct sum. Optimistic local estimates have placed the profits as high as \$193,000,000.

INCREASED PORT CHARGES AT MANCHESTER.

[Consul Ross E. Holaday, Manchester, England, June 13.]

Owing to further increased war advances having been granted to employees throughout the Manchester Ship Canal, and to continued enhanced prices of consumable stores and materials, the canal company has found it necessary to announce the following increases of its charges at the port of Manchester, beginning June 1, 1918: $7\frac{1}{2}$ per cent on all ship canal tolls and wharfage rates; $7\frac{1}{2}$ per cent on

all ship dues; and $7\frac{1}{2}$ per cent on the charges for the use of the ship canal tugs.

The following increased rates were put in force from May 6, inclusive: $7\frac{1}{2}$ per cent on rates for discharging and loading vessels and for quay portorage, warehousing, and storing in the open in respect of merchandise and minerals, and 10 per cent on rent charges on merchandise and minerals.

SWEDISH FOREIGN TRADE PREPARATIONS.

[Extract from Copenhagen "Tidsskrift for Industri," transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

Although Swedish export industry has in the Swedish General Export Union a large and competent organization for its export interests, and in the Swedish Chamber of Manufacturers just as competent a general industrial political organization, a new organization has recently been formed to meet the demands of export trade after the war. The new central committee for Swedish export industry is founded by the two former organizations and merely represents a specialization. The object of the new committee is to take care of the Swedish export interests in a more complete way than is possible through any existing industrial corporation. The demand for it has been created by the measures taken in certain countries during the war for furtherance of the export trade according to new principles, which will probably also be maintained after the war. In Germany especially a system of intimate cooperation between the State authorities and the export industries has been carried through for the purpose of obtaining the most favorable export prices, conditions, etc. It has been considered necessary in Sweden also to form a special organization for treating such problems with the greatest possible authority.

For the time being the object of the central committee will be to follow the trade political measures and developments in foreign countries, especially such as are of importance to Swedish export industry and competition, and to consider the measures that should be taken to strengthen the position of Swedish export in the nearest future. By intimate cooperation and centralization of the questions involved it is the intention to secure for the country the most favorable export prices and commercial conditions, and upon the whole to form an expert committee that may be looked to for advice when the question of closing the new trade treaties becomes actual.

The central committee is composed of 22 members, partly representatives of the leading Swedish industrial corporations and partly other prominent Swedish industrial men. Prof. Nils Wohlin is the secretary. His former work on trade and customs policies qualifies him especially to handle the questions that will come before the central committee.

It is thus by no means a common export organization, but a link in the preparations made to meet the new world trade situation which is awaiting the small neutral states.

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EXTENSION OF RAILWAY MILEAGE IN CHINA.

[Consul General Thomas Sammons, Shanghai, May 11.]

There were a number of railway extensions in China during last year, the most important being the section of the Canton-Hankow line between Wuchow and Yochow—140 miles—with construction trains running into Changsha, 90 miles farther.

The Szechang Railway in Manchuria, a branch of the Chinese Eastern Railway, has been completed from Szebingchian to Santsi-ankwo, and will be pushed on to Dzenchianton, a total distance of about 62 miles. A short branch of the Peking-Mukden line to Peitaiho Beach was also completed.

The most active work during 1917 toward new construction was undertaken by the Siems-Carey Railway & Canal Company, but on account of the growing doubt of its being a paying proposition, the proposed line from Chuchow to Chinchow through Hunan and Kwangsi seems to be a doubtful eventuality.

Work is expected to commence shortly on a line from Singyangchow to Soches, from where it will probably extend to Chengtu. It is also reported that the Japanese are contemplating the extension of the Shantung Railway from Tsingtau westward to connect with the Taokow-Chingliua line.

Through Passenger Arrangements—Uniform Classification of Accounts.

A conference was held in Tokyo with representatives of the Japanese National Railways to improve through passenger arrangements and through billing of goods, but on account of likin and other obstacles through service was not considered practicable at present. Conferences of traffic officials of various Chinese lines were also held on the subject of domestic through traffic, and while arrangements of this kind are in effect, the working of the system can be considerably improved. The greatest single obstacle seems to be the lack of uniformity of equipment and the shortage of rolling stock.

The most important step toward the welding of China's railroads into a national system was begun when the uniform classification of accounts was adopted in 1915, this being stimulated by American experts. Plans have since been formulated for standardizing the accounts of stations and for adopting a uniform set of administrative rules to govern the routine of accounting. Earnings have been climbing steadily. The ratio of operating expenses to operating revenues was 53 per cent in 1915. In 1916 it was lowered to 46 per cent. Figures for 1917 are only available for the first six months, but these show the still lower ratio of 44 per cent. Hence it may safely be assumed that had it not been for the disasters which occurred the year 1917 would have shown an appreciable advance over 1916.

Argentine Concession for Electric Power Installation.

The Review of the River Plate of April 19 contained particulars of a concession granted by the Argentine Government to Messrs. Etchemaite y Llanos and Carlos Menendez Behety to install and to work electric power installations for the supply of current for lighting, power, heating, etc., in Puerto Deseado, Territory of Santa Cruz.

SILKWORM CULTIVATION IN BRITISH INDIA.

Silk culture in India is largely a subsidiary industry so far as agriculturists are concerned. There was a time when a larger proportion of people were engaged in this industry; in Bengal alone the production 40 years ago was considerably more than it is now. The principal cause of the decline is the deterioration of silkworms through the disease known as pebrine. With a view to suggesting measures for arresting this decline and putting the silk industry in India on a proper footing, the Government of India, says the Board of Trade Journal in quoting the Report for 1916-17 on the Progress of Agriculture, obtained the services of Mr. Maxwell Lefroy as imperial silk specialist for one year. This officer has now submitted his report.

In India there are four kinds of silkworms—those feeding on mulberry and yielding the usual silk of commerce, the tasar, the muga, and the eri. Of the mulberry silkworm there are two descriptions—the single-brooded race, reared in Kashnir and the Punjab from French and Italian seed; and the many-brooded races of Bengal, Mysore, Assam, and Burma. The larger number of growers are concerned with the production of the many-brooded races in Bengal and Mysore, the quality of which is inferior to that of the foreign univoltine race. The problem of the rejuvenation of the silk industry in India centers around the question of evolving a superior race of mulberry silkworm and supplying disease-free eggs to rearers.

Progress of Experiments.

Experiments were started at Pusa in 1910, and have since been carried on to fix a superior multivoltine race of the mulberry silkworm, which would not degenerate and which would yield silk better, in both quality and quantity, than that supplied by the multivoltine races which are reared at present. Univoltine races from various countries were imported and crossed with the indigenous multivoltine races. The Pusa experiments have succeeded in establishing multivoltine hybrid races whose yield of silk is about 75 per cent more than that of the multivoltine races generally reared in Bengal. All the eggs of the last three generations of this race have hatched like the eggs of multivoltine races, and it is hoped that they will continue to do so. During the year under report nine students were under training in eri and mulberry silk culture at Pusa.

In Bengal sericultural operations have proceeded on the lines of previous years. These are: (1) The distribution of disease-free seed cocoons to silkworm rearers, and (2) the improvement of the existing silkworm races by cross-breeding. Operations under (1) are carried on by the Department of Agriculture, assisted by the Bengal Silk Committee as an advisory body. Each of the silk-producing tracts now possesses one or more central nurseries.

As regards (2) experiments with a view to producing high-yielding multivoltine varieties of silkworms were continued at Berhampore. A trial of one of the most promising of the hybrid races has been conducted by a member of the Bengal Silk Committee. This race showed great vitality and produced cocoons giving a high silk outturn. It must be added that the multivoltine character has not yet been definitely fixed and that further work is required in this direction. The results, however, are sufficiently promising to warrant

extensive trials of these races on a commercial scale, and arrangements are being made to utilize the Berhampore Central Nursery for this and similar work.

New Method for Detecting Pebrine—Progress in Punjab.

The problem of combatting the pebrine disease, which is responsible for the decline of the industry, is also not being neglected. The use in India of the Pasteur method of examining the eggs as practiced in Europe has failed to eliminate the disease. During the year the Imperial Agricultural Bacteriologist succeeded in evolving a new and more accurate method for the detection of pebrine in the silk-worm moth, which is an adaptation of Pasteur's classical method of seed selection to Indian conditions. The Bengal Department of Agriculture has arranged to give this method a trial in one of the existing nurseries.

In the Punjab 700 ounces of French silkworm seed were distributed this year as against 575 ounces last year. This was in addition to 463 ounces distributed by the Salvation Army. The prices realized by the rearers for their cocoons were good, and sericulture is slowly spreading, as a cottage industry, among the poorer classes in the submontane tracts. Steps are being taken to put down more mulberry plantations in the principal sericultural districts.

The Salvation Army Silk-School at Simla is doing fairly well. It has at present 20 students, 9 of whom are from the Simla Hill States. The Salvation Army has abandoned the system of wholesale rearing at its Changa Manga Settlement and now gets the seed hatched in the neighboring village.

Requirements of Madras—Other Work.

In Madras work was continued in Kollegal on the same lines as in previous years. Twenty-eight thousand disease-free seed cocoons were sold, as against 13,000 last year; but if any real impression is to be made on the silk industry in Kollegal the work must be greatly expanded. The total requirements in seed cocoons are probably somewhere near 40,000,000 per year. It would only be possible to arrange for such a quantity by having a central institution from which pure seed would be supplied, in the first instance, to trained rearers, who could specialize in raising pure seed for sale. It may be mentioned that Kollegal is merely an offshoot of Mysore, where the bulk of the silk industry lies, and it is evident that any scheme for Kollegal should be closely correlated with work in Mysore.

In Burma the silk industry is important in Amarapura, and a small farm for sericulture has been opened in connection with the Saunders Weaving Institute.

In Travancore the experimental silk farm at Trivandrum continues to make good progress. The silk school opened last year continued during the year under report. Boys passed out from this school are helped with money to enable them to take up sericulture.

Besides this, the silk industry is carried on in Kashmir and the Mysore State. In the latter State the services of an Italian expert were obtained to guide the industry on proper lines, and it is believed that encouraging progress is being made.

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GLASSWARE TRADE OF STRAITS SETTLEMENTS.

Statistics made public by the Malay States Information Agency in London give the value of imports and exports of glass and glassware (exclusive of bottles) into and from the Straits Settlements for the four years 1913-1916 as follows: 1913—imports \$433,673 [United States gold], exports \$166,113; 1914—imports \$265,078, exports \$125,429; 1915—imports \$297,577, exports \$177,856; 1916—imports \$420,651, exports \$231,967.

The exports go largely to the Federated Malay States, where, says the Board of Trade Journal in a recent issue, glass latex cups are used extensively on the rubber plantations. In 1913 the exports to the Malay States and British North Borneo amounted to \$104,323; in 1914, to \$49,638; and in 1915, to \$73,377; but in 1916 the Federated Malay States and other States in the Malay Peninsula took \$91,257 worth. The total value of imported glass and glassware into the Federated Malay States in 1916 was \$164,274, against \$120,344 in 1915.

The Straits Settlements distribute glass and glassware to French Indo-China, Siam, and the Netherlands East Indies, the last named taking \$94,994 worth of goods in 1916.

Sources of Imports.

According to the official returns, the countries from which the Straits' imports came chiefly were:

Imported from—	1913	1914	1915	1916
United States.....				\$23,004
Austria-Hungary.....	\$18,966	\$8,536		
Belgium.....	140,092	65,308	\$1,144	
Germany.....	63,994	23,057	3,144	
Hongkong.....	10,453	7,558	9,845	15,006
Japan.....	127,736	96,172	214,174	271,570
Netherlands.....		8,623	12,054	35,993
United Kingdom.....	53,746	40,032	38,630	58,700

The market in British Malaya is becoming more important every year with the growth of the rubber industry.

CAMPAIGN AGAINST MALARIA IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 14.]

On May 1 Brazil established a sanitary and prophylactic service to prevent the spread of malaria in the Republic. As the first step in this campaign provision has been made for supplying quinine of known purity at a minimum cost to the public. To accomplish this the President of Brazil has issued the following decree creating an official quinine service:

ARTICLE 1. There is hereby constituted a service of official medicines in order to meet the necessities of sanitation in Brazil, the service to commence with quinine and to be developed as circumstances indicate.

ART. 2. The Minister of Justice and Interior is authorized to acquire, in the markets or in the centers of production, sufficient quantities of quinine or quinine salts for as wide a distribution as possible.

ART. 3. The quinine acquired will be entrusted for its administration to a suitable establishment in the Federal Capital, on which will be incumbent the

payment of expenses incurred in the transformation of the quinine into tablets or into solution for internal use or for hypodermic injection.

The tablets shall be of the exact weight of 10 and 20 centigrams, and of 1 gram, packed in glass or similar tubes, hermetically closed with a capsule or seal of guarantee, and labeled with exact directions for use, together with the official cost of the product.

The solutions, sterilized according to the requirements of the medical profession, must be put up in doses of one cubic centimeter, to be injected at one time under the conditions of ordinary medical practice, and with the same guaranties of seal and label of contents.

ART. 4. The official quinine shall be sold in all domestic territory at the same price, fixed by the Government and estimated according to the variations of the world's markets, and mentioned on the respective labels.

The price of quinine will be fixed by the average price of sulphate of quinine in the Amsterdam market during the preceding fiscal year, the selling price to be fixed at the next monetary denomination above the cost thus established.

The Government will offer to all retailers who maintain stocks of official quinine 10 per cent discount on the usual official price.

ART. 5. For the purchase of the first quantities of quinine, to be imported from abroad, the Minister of Finance shall open a credit of 400 contos [about \$100,000 in American currency].

To the account of this same credit, a small amount shall be placed to cover the purchase of machinery for preparing quinine tablets, and for making the glass tubes and labels.

By a second decree of the same date the Minister of Justice and Interior is authorized to organize medical commissions to begin a rural prophylactic service "for combatting the destructive epidemics of the interior of Brazil."

PRODUCTION AND USE OF CEMENT IN DENMARK.

[Consul B. L. Agerton, Copenhagen, May 23.]

The production of Portland cement in Denmark in normal times amounted to about 2,730,000 barrels (each of 375 pounds net), of which about 1,000,000 barrels were used in Denmark and the remainder was exported. During the war the production has been greatly reduced on account of lack of fuel, and during 1917 a majority of the plants were closed for this reason. For the past 18 months the production has not been sufficient to meet the demands of the domestic market.

There are no statistics as to imports and exports available since 1913. The import of cement in 1913 amounted to 126,000 barrels, of which about 30,000 barrels came from Sweden and Norway and the remainder from Germany.

The present c. i. f. price of cement is 24 crowns (\$6.43) per barrel; the price in normal times ranges from 5 to 8 crowns (\$1.34 to \$2.14) per barrel. Portland cement is imported into Denmark free of duty.

There is transmitted a list of dealers in and importers of Portland cement and other construction materials, contractors, concrete-block manufacturers, railroads that might buy Portland cement, and municipal departments that purchase cement [copies of which can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 102949].

"Thrive by Thrift, Buy War Saving Stamps."

HARBOR IMPROVEMENTS IN NORWAY.

[Vice Consul H. E. Carlson, Christiania, May 15.]

The Norwegian directors of harbors, accompanied by several experts, have left Christiania for the purpose of visiting several places along the Norwegian coast on the Ice Sea with a view of making arrangements to improve harbor facilities. It is expected that the committee will proceed at once to Berlevaag, in the Province of Finmarken, where an undertaking for improving the harbor has been under way for several years. A pier, costing 500,000 crowns (\$134,000), has just been completed, and a proposal is being considered which contemplates the erection of a pier 56 meters long (184 feet), the estimated cost of which has been placed at 2,800,000 crowns (\$750,400).

The harbor authorities do not wish to take final action with respect to this matter until complete information has been received concerning the importance of the port with regard to fishing and coast traffic.

The harbor director, in an earlier report on the subject, stated that harbor improvements at Berlevaag were as important as any along the coast. Berlevaag is one of the best fishing stations in the Province of Finmarken. It is rented each year by fishermen from many parts of Norway, in spite of the fact that the harbor is somewhat dangerous, being absolutely unprotected from the Ice Sea. The reason why fishermen visit Berlevaag instead of going to other good harbors on the coast of Finmarken is that there is good fishing just outside of the port.

The committee will also inspect the harbor at Ramsund in the Ofoten Islands. It is expected that the harbor will be dredged, the work to cost about 850,000 crowns (\$227,800).

Larvik to Have a Modern Protected Harbor.

The municipal authorities at Larvik have, according to a report recently published in the Norwegian press, passed an ordinance which is claimed to be of great importance for the future of the city. The harbor authorities presented a statement to the city council suggesting the purchase of the property now owned by "The Wood-working Co. (Ltd.);" for 450,000 crowns (\$120,600), to be taken over on January 1, 1919. It is now reported that the proposition has been accepted, and that the city is willing to take over the property.

The property consists of about 36 maal (7.45 acres) on which there is at present a small factory and a two-story office building. It has 280 meters (918 feet) of shore line, facing a sheltered body of water, which is known as Kevkanalen, which is itself an arm of the more or less unprotected Larvik Bay.

The acquisition of this property is highly desirable in order to provide quiet and safe harbor facilities. The present harbor at Larvik is said to be quite open and unprotected against the waves and the wind. The Revkanal is the best part of the bay for a harbor with all modern facilities, and in case a future ferry is desired to run between the mainland of Norway and Jylland, Denmark, a suitable landing place will no doubt be able to be built along the banks of the canal.

CUTLERY TRADE OF MONTEVIDEO.*[Consul William Dawson, Montevideo, Uruguay.]*

The following statement made by the managing partner of a leading Montevideo firm that specializes in cutlery may prove of interest:

Before the war the main source of supply for cutlery was Germany. German manufacturers dominated the cheaper grades, got a good share of the business in intermediate lines, and also found a demand for their more expensive products. In the better and finer grades English and French houses had a good hold on the business. American cutlery was little known outside of two lines—safety razors and common grades of tableware, i. e., knives, forks, and spoons, with wooden and less commonly bone handles. Before the war and at the present time American manufacturers dominated and continue to dominate the market for these articles.

In spite of the opportunities created by the war, American cutlers have made but little progress in other lines. This is chiefly due to the fact that they have as yet failed to offer articles suitable to local requirements.

Countries Supplying Knives, Razors, and Scissors.

One of the products finding the largest sale in this country is the knife for country and general use with a long, straight single-edge blade fairly wide at the hilt and terminating in a sharp point—a knife more or less similar in appearance to that found in most American kitchens. In the better grades Nogent knives from France receive the preference. Only in the cheaper grades are American knives to be found.

Pocketknives come now chiefly from England. Before the war England led in the better and Germany in the cheaper grades. American pocketknives have found no opening.

For razors (not safety) Germany was the main source of supply, while Sweden and to a lesser extent England are now getting the business.

In scissors France leads.

In general, while some American cutlery has been introduced, outside of common tableware and safety razors, where they easily lead, the products of American cutlers have made but little progress in the market.

According to my informant, the principal difficulty seems to be the failure to meet local requirements as respects models, grades, and sizes. It would seem to behoove our manufacturers to make a careful study of local conditions, and this can best be done by sending out expert representatives.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 724 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

ANNUAL MEETING OF THE ASSOCIATION OF CHAMBERS OF COMMERCE OF UNITED KINGDOM.

The outstanding features of the fifty-eighth annual meeting of the Association of Chambers of Commerce of the United Kingdom, held on April 9 and 10, 1918, were the discussions of the control of trade and industry by the Government and of banking amalgamations. The resolution adopted at the meeting, expressing the unfavorable attitude of the association toward the methods employed by the Government in the war-time control of trade and industry is but a reflection of similar resolutions adopted by some of the constituent chambers and of the criticism voiced on several occasions by the London Chamber of Commerce. In introducing the resolution the representative of the London Chamber of Commerce pointed out that the Government had not made sufficient use of the practical business men and that there was a tendency among Government committees to ignore the merchant and the middleman. It is worth pointing out in this connection that similar criticism of Government methods in controlling trade and industry has been voiced by the commercial and industrial organizations of Germany, where there seems to be considerable apprehension as to the future of private enterprise after the war.

Banking Amalgamations.

In view of recent developments in the British banking situation, the subject of banking amalgamation came in for a spirited discussion, and it is worth noting that the original resolution, in which the association expressed its disapproval of the tendency toward banking amalgamation, was replaced by another in which the association recognizes the need of powerful banks. It is safe to assume that the speech of Sir Edward Holden in justification of bank amalgamation was not without influence in bringing about a change in the wording of the resolution. Fear was expressed by some of the delegates that the banking situation might develop toward the creation of a money trust and that the interests of the small local business man might not receive as much consideration from a local branch of a big London bank as they would from an independent local institution. While it was recognized that a certain degree of amalgamation was necessary in order to enable the banks to meet the demands arising from the larger scale of industrial and commercial activity, it was intimated by some of the delegates, including one representing the Liverpool Chamber of Commerce, that there was a danger of local interests being slighted in favor of larger enterprises in which the head institution was interested. The advocates of amalgamation pointed to the absence of failures among banking institutions as one of the chief benefits derived from amalgamation and maintained that large banks were essential for keeping foreign money in England and also for the purpose of enabling the British trader to compete with those of Germany and the United States who have the support of large banking institutions.

In his speech in favor of amalgamation, Sir Edward Holden, chairman of the London City & Midland Bank, one of the institutions figuring prominently in a pending amalgamation, called attention to the part played by the large banks at the outbreak of the war and maintained that the large London institutions were far more

liberal in making advances than the smaller institutions absorbed by them. He pointed out that the smaller population of the United Kingdom, as compared with that of the United States or Germany, and the consequent difference in amount of deposits, makes it necessary to concentrate the resources of the country where they are most needed. The unfavorable balance of trade resulting from the war will probably bring about a considerable gold movement from Great Britain after the termination of the war, and the big banks, he maintained, will stand the strain better than the smaller institutions and will also be in a position to extend more liberal credit to the manufacturing industries, so as to stimulate the exportation of goods instead of gold. Sir Edward also called attention to the tendency toward a more liberal attitude in the United States toward combinations for export trade and to the concentration in German banking, and stated that only the big banks would be able to retain for London the position of financial center after the war.

The substitute resolution proposed by Sir Edward and finally adopted by the Association was to the effect that the Association recognized the need for powerful British banks but that the Board of Trade should be empowered to guard against agreements injurious to commercial interests. This resolution is more or less in line with the recommendations of the Treasury Committee appointed to consider the subject of bank amalgamations. [See COMMERCE REPORTS for June 25, 1918.]

Other Topics.

In his presidential address Sir Algernon Firth laid particular stress on the need of increased production after the war, in order to meet the increased demands of labor as well as to carry the burden of debt, and made the following significant reference to the question of raw materials:

Our chief difficulty in providing employment will be the supply of sufficient raw materials, and this again depends upon the shipping problem. A scramble for these at the conclusion of the war would have disastrous results, and I fail to see any other solution for a period thereafter than Government control, although we hope that we may be able to discontinue this as early as possible. My opinion is that steps should be taken by combinations of traders, either with or without the knowledge and consent of Government Departments, to secure a supply before the war is ended of such raw materials as we shall urgently require. I should like our Government to be able to approach this subject from the point of view of an accomplished fact if it is raised in any peace negotiations.

In reply to a delegate's remark about the omission from the presidential address of any reference to trade relations with Germany after the war, the President remarked that it was inadvisable to discuss the subject at the present time, and that the country could not be committed to what should be done after the war.

Among other subjects discussed at the meeting may be mentioned industrial councils, decimalization of coinage, reform of Bank of England, and commercial education. A number of resolutions were adopted without any discussion, such as the one relating to the establishment of free ports, safeguarding of trade secrets, development of electric power, etc.

In his speech at the luncheon of the Association, which took the place of the annual dinner, Sir Albert Stanley, the President of the

Board of Trade, made a comprehensive statement of the reorganization of his department and referred to the policy of the Government in regard to trade restrictions and the possibility of retaining Government control for some period after the war.

Text of Resolutions.

The complete text of the resolutions adopted is given below. A copy of the proceedings of the meeting is on file in the Bureau of Foreign and Domestic Commerce, where it may be consulted by those interested.

War Aims.—That this Association, having examined the war aims of the Allies as defined explicitly by the Prime Minister, hereby pledges its hearty support to his Majesty's Government in whatever steps are necessary to obtain the objects set forth.

War Bond Campaign.—That this Association records its unqualified support of the Government campaign for obtaining additional subscriptions to national war bonds, and urges on all classes of the community the necessity for drastic curtailment of needless expenditure and for placing all available funds at the disposal of his Majesty's Government, and expresses the solemn conviction that a truly national response to the Government's appeal for war funds will best hearten the heroic men on the fighting fronts with the knowledge that all classes on the home front share with them the determination to bring this conflict for civilization to a victorious issue.

Industrial Councils.—That this Association, recognizing the supreme importance to the country of cordial cooperation between capital and labor, and of the existence of amicable relations between employers and employed, welcomes the recommendation of the Whitley Report to create industrial councils, and agrees—

(1) That the employers and employed in the various industries should formulate schemes for the establishment of such councils for the regulation of wages, conditions of employment of the workers, and all matters affecting the welfare of the workers, and

(2) That these councils should be set up by voluntary action on the lines considered by those interested to be the best suited for the requirements of the different industries and their varying conditions.

Decimialization of the Coinage.—That this meeting approves the bill prepared by the executive council, in agreement with the Bankers' Institute and the Decimal Association, for the purpose of decimializing the coinage, and urges upon his Majesty's Government the desirability of passing it into law at the earliest possible moment.

Publication of Reports of Government Committees.—That in the opinion of this Association it is very desirable that a large amount of the information which has been acquired by government committees appointed to make inquiries should be published for the information of the commercial community at the earliest date possible.

Control of Trade and Industry.—That this Association views with apprehension the methods adopted by the Government in connection with the control of trade and industry as affecting the legitimate business of manufacturers, merchants, and traders, and while recognizing the necessity for reasonable restrictions in the national interest, urges that they should not be continued after the war except where absolutely necessary in the economic interests of the country, which require that the existing channels of business in connection with imports and exports, combined with the practical experience of persons engaged therein, shall be utilized to the fullest possible extent.

Limitation and Demobilization of Officials.—That this Chamber views with concern the multiplication of officials in so many departments of trade and civil life in recent years. They recognize that the war has made control necessary in some directions, but they feel the steady increase of the army of officials already overlarge, of one kind and another, constituted a danger to the development of our industrial life, and they urge upon the Government the desirability of limiting the further appointment of officials to what is only absolutely necessary, and more particularly to keep in view the demobilization of those now appointed immediately circumstances and opportunity admit of this being done with safety.

Prohibition of Exports.—This Association, being earnestly desirous, as hitherto, of rendering His Majesty's Government every possible assistance in

the prosecution of the war, would respectfully direct the attention of His Majesty's Privy Council to the serious inconvenience and loss occasioned exporters by reason of the action of the customs authorities at several British ports, in making, and endeavoring to, retrospective orders in council affecting prohibited exports; and, with a view to the reasonable facilitating of legitimate trade, whose protection is necessary in national interests, would strongly recommend that such orders should not be brought into operation against goods dispatched for shipment from the center of production within a specified time prior to the date of the order, or orders, in question.

Banking amalgamations.—That this Association recognizes the need for powerful British banks with resources adequate for the demands of our home and foreign trade, but considers that the Board of Trade should be empowered to guard against amalgamations, agreements, or working arrangements between banks which can be shown to be injurious to commercial interests.

Valuation of stocks.—This meeting calls the attention of the Government to the serious consequences which will arise if the stocks in the hands of manufacturers are written up in value so that losses must arise in realization, notwithstanding the proposals contained in the White Paper of Finance Act, 1917. The certainty that losses will arise will have a most detrimental effect on manufacturers in providing raw materials to carry on their business and find employment for their workpeople and those who are demobilized, and will seriously handicap the manufacturers of this country in their efforts to recover their home and export trade during the period of reconstruction.

Valuation of stocks.—That the system of the valuation of stocks under the present Finance Bill is detrimental to the future commercial interests of the country, in as much as owing to the great inflation of prices money is paid away in excess profits duty based upon profits on the working up of such stock during the period of large advances in the cost prices of such stock, consequently when the inevitable fall in prices takes place—especially if protracted beyond the two years allowed—the trade is liable actually to lose the excess profit paid, or to be paid.

It is desirable, therefore, to press for rebate to be made from excess profits until the normal stock has reached the pre-war standard of prices.

Taration.—This Association is of opinion that the following principles should be adopted in future legislation:

(1) That earnings should be separated from income and that a graduated tax should be placed on the earnings of every individual above a standard to be fixed by the Government.

(2) That every trading concern, trading or professional, cooperative or otherwise, shall contribute equally in the form of income tax to the State for national purposes.

(3) That present enemy subjects, if allowed to trade in this country after the war, should only do so under license and should pay an extra rate of taxation.

Double payment of excess war profits tax in allied countries.—That the attention of His Majesty's Government should be drawn to the hardship imposed on branches of British houses in allied countries with reference to the excess war profits taxes which are payable in the country where the branch is situated as well as in England. It is suggested that an arrangement similar to that existing for those firms having branches in the Dominions should be applicable to branches of English firms in allied countries.

Cooperative Societies and Income Tax.—That the resolution of March 21, 1917, reading as follows:

That this Association, while disclaiming any desire to interfere with the organization and activities of genuinely mutual cooperative societies, and recognizing that surpluses arising on mutual trading operations are not ordinary trading profits, and should not be treated as such, records its opinion—

(a) That nonmutual trade transacted by such societies should in fairness to other traders and taxpayers in general be assessed to income tax.

(b) That it is unfair to other traders that cooperative trade representing an annual turnover of about one hundred and fifty million pounds sterling should make no contribution either by way of income tax or in some other way toward the upkeep of the Imperial forces without which no trade could continue to exist—

be rescinded. And that this Association, while disclaiming any desire to interfere with the organization and activities of genuinely mutual cooperative societies, confirms its previously expressed opinion and reiterates that the exemption from income tax at present enjoyed by cooperative societies constitutes a

serious injustice to traders with whom such societies enter into competition. That the Government be called upon to institute a further inquiry for the purpose of ascertaining the best methods whereby societies registered under the Industrial and Provident Societies Act may be brought under assessment for taxation on a fair and equitable basis commensurate with the burden cast upon all other traders.

Treasury Regulations on New Issues.—This Association is of opinion—

1. That the consent of the Treasury to the issue of shares or debentures should not be withheld where the issue does not involve obtaining such capital from funds which might otherwise be available for subscription to national purposes.

2. That in every case the Treasury should furnish to the applicants the reasons for their refusal and should give the applicants an opportunity of dealing with such reasons.

3. That applicants to the Committee on Capital Issues should, if desirous, be heard by the committee themselves in support of their application.

Wages Awards by Committee on Production.—That this meeting views with apprehension the action of the Committee on Production in antedating awards of increased wages to operatives engaged on Government contracts where no provision is made for such increases in the cost of production to be added to the contract prices. This action involves contractors in very serious losses, and can not be upheld by any principle of justice.

Canals.—That it is of great importance to the commercial and industrial community of this country that canals and inland waterways should be vested in a permanent waterways board, to whom powers should be given to enlarge and improve such canals and waterways, and arrange such dues and tolls as will enable the commercial community to make the utmost possible use of them for any traffic.

Railway rates—Owners' risk notes.—That this meeting of the Association of Chambers of Commerce is of opinion that a settlement of the difficulties attending the issue of owners' risk notes is urgently required and suggests as a reasonable solution that a scheme be drawn up whereby railway companies should be compelled when required by traders to carry goods and act as insurers thereof at a rate based upon the existing owners' risk rates plus the necessary increase required to compensate the railway companies for the extra cost thereby incurred by them.

German submarine piracies.—That this association requests his Majesty's Government and urges its allies not to leave enemy ships free after the war to extend their share of the world's carrying trade, until the enemy has replaced in kind all ships and has paid full compensation for all cargoes which have been lost by the allies owing to the enemy's piratical methods, and that no peace terms should be considered adequate which do not provide for such reparation.

The institution of a number of free ports in the British Isles.—That it is advisable, in the interest of British trade and of world commerce generally, that the question of the institution of a number of free ports, at convenient points in the British Isles, should receive early consideration; and it is resolved that a special committee of the Association of Chambers of Commerce be formed immediately to take such steps as may be considered necessary.

Commercial education.—That this association approves of the principle of the scheme set forth by the Newcastle Chamber as outlined by Sir Henry Hadow, and that the details of the scheme be referred to the council for consideration.

Trade secrets.—Whereas duly authorized officials of the Admiralty, the War Office, and the Ministry of Munitions are empowered under Regulation 8cc. (Sept. 12, 1916) of the Defense of the Realm Acts to demand from manufacturers the disclosure for national purposes of their secret processes:

Whereas the safeguards against the subsequent improper use of the valuable information thus obtained are, in the opinion of the Association, inadequate:

This Association recommends to the departments named:

(a) That the safeguards should be made adequate and permanent.

(b) That such a regulation should be enforced only with the greatest discretion, as it is manifestly unfair that processes of manufacture which have been evolved by various firms after an expenditure of much capital and after considerable research and organization, should be disclosed to persons who might ultimately profit by this knowledge to the prejudice of the present manufacturers.

That the executive council of the Association be requested to bring this resolution before the departments named.

Development of Supply of Electric Power.—That this Association recognizing the urgent necessity to increase the productivity of our industries after the war, as the chief means to meet the burden of the war debt of the Nation and to maintain high wages for the workers, urges His Majesty's Government—

(a) To recognize that the public supply of electrical energy for power, light, traction, heat, electro-chemical and other purposes as a key industry in so much that all other industries are becoming increasingly dependent upon it.

(b) To hasten the amendment of the legislation which has hitherto hampered its efficient development.

(c) To insure the supply at the earliest possible date of an ample and cheap supply of electricity for all purposes.

(d) To conserve our coal resources, the chief natural wealth of the country, by compelling the exercise of the maximum possible economy in its use for industrial, domestic, and all other purposes—

and agrees that this resolution be communicated to the Prime Minister, the President of the Board of Trade, and the Minister of Reconstruction.

Patent Law.—That in view of the fact that many owners of patents have been entirely prevented from exercising their patent rights or exploiting their patents owing to the war, a provision should be made for the prolongation or extension of the life of such patents, and that in view of the fact that this necessity arises solely from the conditions of the war and will terminate on its conclusion, this Association respectfully urges that any legislative proposals necessary to deal with the question should be embodied in a separate measure and passed into law as speedily as possible.

Further that it is undesirable that this provision should be included with other amendments of a permanent character to the patent laws of the country, but that it should be treated entirely as a war emergency measure and dealt with on its merits.

Public Trustee.—That this Association calls upon the Government to appoint a public trustee in Dublin for Ireland on the same conditions and with similar powers to the Public Trustee in England.

WOLFRAM ORE IN SWATOW CONSULAR DISTRICT.

[Consul Myrl S. Myers, Swatow, China, Apr. 15.]

Wolfram ore is being found in the districts of Haifeng, Lufeng, P'u-ning, Kityang, and Wuhua. At first it was found in small quantities here and there on the surface of the ground, but recently its existence in vein deposits has been established. The Wuhua district (old name Changlok) appears to contain the largest deposits of this mineral. A group of villages about Tung-ling-hsia, among which are Chiu-lung and Ho-tung, is the principal center of production. This particular area is said to cover 6 or 7 square miles and it is here that the ore is found in large veins, being combined with quartz crystals. It is claimed that over 2,000 booths have been erected as shelter for the people who have flocked there in search of "black gold," as it is commonly called by the natives. This area is about 50 miles northward from Hopo, the head of small craft navigation in the Kityang River. Other centers of production are Hei-lin in Wuhua district and Tai-yong in Kityang district.

A large market center for wolfram ore is Waichow, and there is little doubt that much of the ore mined in this district reaches that place. With the development of the Wuhua and Kityang fields, Swatow's importance as a market increases as it is the natural port of export for these districts.

Automobile Dealers in Algeria.

A list of the principal automobile dealers in Algiers, Algeria, can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 97101.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Hospital supplies, No. 5298.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 10, 1918, for delivering f. o. b. cars, each month from July to December, 1918, of the following: Wire letter baskets, 250-page blank books, 150-page blank books, envelope openers, rubber pencil erasers, rubber type-writer erasers, Shannon files, black ink powder or tablets, red ink powder or tablets, ink stands, prescription pads, blotting paper for desks, carbon paper, stationery, photo paste, lead pencils, perforating punches, stamps, toilet paper, and wrapping paper.

Medical supplies, No. 5299.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until July 12, 1918, for furnishing and delivering citric acid, hydrobromic acid, molybdic acid, oxalic acid, albumin from blood, alcohol, aluminum foil, ammonium carbonate, arsenic trioxide, cobalt nitrate, crystal violet, dextrin, lead acetate, etc. Refer to Circular No. 828.

Surgical supplies, No. 5300.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 15, 1918, for furnishing and delivering the following supplies in equal quantities each month from July to December, 1918: Winders bandages, call bells, double boilers for cooking, instrument boilers, covered metal buckets, galvanized-iron buckets, hand basins, bedpans, sugar bowls, soup bowls, drinking cups, feeding cups, spit cups, colanders, can openers, ribbed funnels, small and large jars, croup kettles, ladles, pails, dish pans, dust pans, frying pans, muffin pans, pitchers, plates, stock pots, tea pots, flour sieves, wash tubs, urinals, etc.

Hospital supplies, No. 5301.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until July 15, 1918, for furnishing and delivering the following: Curved glass adapters, bottles, calcium chloride tubes, casseroles, color comparison tubes, glass condensers, crucible holders, desiccators, extraction tubes, filter tubes, gas generators, rubber rings, thermometers, watch glasses. Refer to Circular No. 833.

Hospital supplies, No. 5302.—Sealed proposals will be received at the Medical Supply Depot, 628 Greenwich St., New York, N. Y., until July 12, 1918, for furnishing and delivering the following in equal quantities each month from July to December, 1918: Folding boxes for tablets, powder boxes, long taper corks, handles for mops, and cotton twine mop heads.

Switchboard arrangement, No. 5303.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 15, 1918, for rearrangement of switchboard at the central power plant, Navy Yard, Boston, Mass. Refer to Specifications No. 3103.

Electric power system, No. 5304.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 22, 1918, for furnishing and installing an electric-power system in the structural shop at the Navy Yard, New York, N. Y. Refer to Specifications No. 3131.

Pumps, No. 5305.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 22, 1918, for furnishing and installing two surface condensers, each for a 3,750 k. v. a. turbo-alternator, two motor-driven circulating pumps, one motor-driven flushing pump, auxiliary pumps for the condensers, all on foundations provided by the Government, at the navy yards, Philadelphia, Pa., and Puget Sound, Wash. Refer to Specifications No. 3085.

COMMERCE REPORTS



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CONTENTS.

	Page.		Page.
Ruling regarding imports from Canada and Newfoundland-----	81	Report of Bank of Iceland for 1917----	84
American farm machinery in Australia-----	82	Cattle census of Jamaica-----	84
Automatic telephones recommended for China-----	82	Success of Danish devulcanizing company-----	84
Forage plant seeds imported during fiscal year-----	83	The rug industry of North China-----	85
Swift & Co. obtain port facilities in Brazil-----	83	Should merchants give clerks the cost of goods?-----	96
German fisheries in the Baltic-----	83	Offices of the Bureau of Foreign and Domestic Commerce-----	96

RULING REGARDING IMPORTS FROM CANADA AND NEWFOUNDLAND.

The general import license covering the importation of commodities from Canada and Newfoundland has been revoked as to shipments of articles on the List of Restricted Imports on and after July 20, 1918. After that date all shipments of articles, the importation of which from other countries has been restricted, will require individual import licenses when imported into the United States from Canada or Newfoundland.

Reasons for this new ruling of the War Trade Board (W. T. B. R. 161), which has been adopted after consultation with the Canadian Government, are given by the necessity of closing the door to possible evasions of the general restricted import regulations through shipments by sea into Canada, whence restricted commodities could be transported by rail into the United States. The general policy regarding restriction of imports is based, as is well known, upon tonnage reasons, the design being to make available ocean-going tonnage for war purposes and more essential imports by restricting or prohibiting importation of the commodities in question by sea. In logical consequence of this policy, import restrictions have been subject to the general exception permitting importations from Canada by rail or Great Lake tonnage, and from Mexico by rail. Unfortunately, however, importers have been found who have endeavored to evade the plain intent of these regulations by having shipments from overseas directed to Canada, where their identity would be lost sight of in the general mass of Canadian merchandise, and then entering the commodities into the United States as Canadian merchandise under the blanket license now revoked.

The aim of the War Trade Board under the new procedure, under which individual import licenses will be required, is to bar the importation of commodities of non-Canadian origin. Goods of Canadian origin on the restricted lists will be granted entry as before, in conformity with the above-enunciated general policy.

"Thrive by Thrift, Buy War Saving Stamps."

AMERICAN FARM MACHINERY IN AUSTRALIA.

The United States is second to Canada in supplying farm machinery to Australia, and its position in the trade is steadily improving. Eleven million dollars worth of such machinery is required annually by Australian farmers, of which \$7,000,000 worth is manufactured at home and \$4,000,000 worth imported, according to a bulletin issued to-day by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

While the present demand for farm machinery is substantial, the Government's report points out the fact that in the normal course of events Australia is destined to become a much more attractive market for such articles. The increasing efficiency of farm tractors should eventually prove a most important factor in developing the agricultural resources of the country. In spite of the present difficulties in the path of the average American manufacturer, the market deserves the utmost attention, especially on the part of those who produce a fair number of the machines most favored by the Australian farmer.

The home manufacturers are favored by the fact that much of the land is not cleared of stumps, so that a stump-jump feature is a necessity in most implements. Canadian and American manufacturers have never been obliged to specialize on such a feature, whereas the Australian manufacturer has given it attention for years. This and other disadvantages and advantages are discussed at length in the report for the benefit of manufacturers and exporters who are planning to extend their Australian and New Zealand trade as soon as normal conditions are restored. Conditions governing agriculture are fully described, as are the methods of carrying on the trade in implements, and the factors governing the sale of each class of equipment.

The report is the work of Commercial Agent Juan Homs and is entitled "Agricultural Implements and Machinery in Australia and New Zealand," Special Agents Series No. 166. Copies can be obtained at 25 cents each from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.

AUTOMATIC TELEPHONES RECOMMENDED FOR CHINA.

[Consul General Thomas Sammons, Shanghai, May 21.]

In an address recently made by Mr. Harry S. Janes before the Engineering Society of China it was recommended that the automatic telephone should be adopted in China as a possible solution of many of the problems encountered in the use of manual telephony in cosmopolitan communities.

Mr. Janes pointed out that, in addition to the economies that could be effected—among them the elimination of the expense incurred by paying operators during idle times of the day—the automatic calling of the desired number would do away with certain annoyances now experienced here. Because of the great number of dialects spoken in China it is often impossible for a native to obtain connection through manual exchanges on account of his inability to make himself understood by the operator. Mr. Janes stated that similar difficulties had been overcome in other cosmopolitan communities by the use of the automatic telephone.

FORAGE PLANT SEEDS IMPORTED DURING FISCAL YEAR.

The following table, prepared in the seed laboratory of the Bureau of Plant Industry, United States Department of Agriculture, shows the amount of the various kinds of forage plant seeds subject to the seed importation act permitted entry into the United States during the month of June, 1917, as compared with June, 1918, and during the quarter and fiscal year ending June 30, 1917, as compared with the corresponding quarter and fiscal year, 1918:

Kind of seed.	June—		3 months ended June 30—		Fiscal year ended June 30—	
	1917	1918	1917	1918	1917	1918
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Alfalfa.....		600	616,200	20,100	3,169,600	44,700
Blue grass:						
Canada.....	33,700	30,600	136,800	388,400	495,300	1,229,000
Kentucky.....				800		4,500
Brome grass, awnless.....					1,400	
Clover:						
Alsike.....	4,700	87,400	317,100	516,300	4,329,000	3,528,200
Crimson.....	221,100	40,000	1,064,000	257,700	5,776,300	1,603,000
Red.....	41,300	155,700	262,600	625,900	5,343,600	768,300
White.....	37,300		56,700		157,800	52,700
Clover mixtures:						
White and alsike.....	11,200		11,800		16,100	30,203
Red and alfalfa.....					100	
Alsike and timothy.....			1,300	117,100	7,800	138,800
Alsike, timothy, and white.....			1,600		1,600	
Millet:						
Hungarian.....			36,900		259,500	9,000
Broom corn.....	114,200	833,700	428,400	833,700	786,400	1,583,700
Mixtures:						
Grass.....			4,600	5,600	123,600	5,600
Spring vetch and oats.....	300		300		300	
Orchard grass.....					1,286,300	57,600
Rape.....	196,200	120,500	270,200	472,200	2,285,700	11,316,300
Red-top.....	1,000		1,000		1,000	2,200
Rye grass:						
English.....	56,300	20,400	245,500	255,000	1,667,900	1,583,500
Italian.....	5,000	18,700	20,700	29,800	480,700	606,000
Timothy.....			2,800	3,400	4,400	22,400
Vetch:						
Hairy.....	10,000	12,100	124,200	24,300	295,600	231,200
Spring.....			6,100	62,100	29,900	117,600

SWIFT & CO. OBTAIN PORT FACILITIES IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro.]

The Government of Brazil has authorized the port company of Rio Grande do Sul (Compagnie Française du Port de Rio Grande do Sul) to transfer by sale to the Companhia Swift do Brazil a part of its land amounting to nearly 9,000 square meters, of which 6,201 square meters belong to the port company and 2,607 meters is Government foreshore property. It is further provided that if this land at some later date be necessary for the improvement of the port, then the Swift Co. shall be obliged to resell it to its original owners at the same price that has been paid for it.

GERMAN FISHERIES IN THE BALTIC.

To obtain some idea of the fishing possibilities of the Baltic, Germany will shortly begin a trial fishery in that sea on a large scale. In reporting the organization of a company for this purpose at Stettin the Berlingske Tidende says: "The stock of fish in the Baltic has always been very small and the fishing has not been a paying proposition. One can perhaps obtain a few herrings and the small flounders which are found in large numbers between Moen, Rygen, and Darsert."

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REPORT OF BANK OF ICELAND FOR 1917.

A gratifying increase in the Bank of Iceland's deposits is shown by its report for 1917, the thirteenth working year of the institution. According to the Berlingske Tidende (Copenhagen, Denmark), deposits amounted to 18,424,000 crowns (at normal exchange the crown is worth \$0.268), compared with 11,142,000 crowns in 1916. Other items of the balance sheet were:

Items.	1916	1917
	<i>Crowns.</i>	<i>Crowns.</i>
Capital stock.....	3,000,000	3,000,000
Bonds.....	900,000	888,000
Notes in circulation.....	3,592,000	4,791,000
Reserve fund.....	978,000	1,320,000
Deposits.....	11,142,000	18,424,000
Balance.....	21,199,000	31,965,000
Profits.....	892,000	756,000
Dividends to stockholders..... per cent..	8	10

In commenting on these figures the Berlingske Tidende says:

The profit and loss account shows total receipts of 934,000 crowns. After deducting miscellaneous expenses 164,000 crowns, extra tax to national treasury caused by growth of note issue 11,000 crowns, written off 3,000 crowns, there is a profit for division of 756,000 crowns. Of this the national treasury obtains 68,600 crowns and the reserve fund 342,000 crowns, and finally the stockholders obtain 300,000 crowns, or 10 per cent. Last year only 8 per cent was paid despite the fact that the profits were greater, and in the preceding four years 5 to 6 per cent.

Not only have the dividends been increased, but the bank has been consolidated to a great extent, to which the growth of the reserve fund bears witness. In 1914 there was put to the reserve fund 376,000 crowns, and in 1917 1,320,000 crowns. The capital stock has remained 3,000,000 crowns for the whole time.

The note circulation is now nearly three times that of 1914, in which year it was only 1,600,000 crowns. At the same time the bank has been stimulated by a powerful influx of foreign money. Deposits stood in 1914 at 4,770,000 crowns and are now 18,424,000 crowns.

CATTLE CENSUS OF JAMAICA.

[Consul Charles L. Latham, Kingston, June 19.]

A census of live stock now on the island has just been completed by the Government authorities, which gives a total of 152,969 head of beef cattle divided as follows: Bulls, 3,130; cows, from 3 to 10 years old and over, 55,569; steers, from 3 to 10 years old and over, 37,697; heifers, 23,764; and calves, 32,809. The number of sheep is given as 10,675; of goats, 22,190; and pigs, 24,618.

The high price of beef and the extraordinary demand for hides at profitable prices caused an increase in the number of cattle slaughtered from 18,000 in 1913 to 25,000 in 1917.

SUCCESS OF DANISH DEVULCANIZING COMPANY.

The Berlingske Tidende, published at Copenhagen, Denmark, comments in its issue of May 2 on the expansion of the Dansk Afvulkaniseringsfabrik A/S, at Kjøge. "In 1908," the paper states, "these works employed only 10 men; now they employ over 200. During the war this factory is surely the only one in Denmark that has gone ahead full capacity day and night"; and adds: "Due to its special method of devulcanizing, the factory has kept all the Swedish and Norwegian rubber factories in operation during the war. Six tons of old galoshes have been imported per day."

THE RUG INDUSTRY OF NORTH CHINA.

[Vice Consul Jay C. Huston, Hankow, Apr. 19.]

The object of this report is to acquaint Americans in a brief way with the history, manufacture, and art that goes to make up the Chinese rug. Most of these rugs are woven in the north and west. In describing Chinese rugs the term "Tientsin rug" is sometimes used, but this is simply because the first products of this kind to be shipped to America and Europe were shipped from the port of Tientsin. The place of origin of these rugs might well be Peking or somewhere in Mongolia, as the methods of manufacture are the same for the whole north of China. Owing to abnormal conditions created by the war, the old centers of supply in Turkey and Persia have been practically closed; and in consequence a demand has been created for the Chinese rug.

Probably the greatest number of Chinese rugs exported for foreign use are made in Tientsin, Peking, and vicinity. Small rug factories are located in Kalgan and along the Mongolian border. In the strict sense of the term it is a misnomer to call most of these weaving establishments by the name of factory as they employ but five or six workmen. In the extreme west of China, the cities of Hami, Khotan, and Kashgar produce a very fine grade of rug, but very few of these find their way to the foreign market. There are also carpet factories at Kweihwating, Saratsi, and Paotowchen in Shansi Province. Smaller centers of rug making are located at Paotingfu, Mukden, and Shanghai; but the bulk of the commercial product is made at the two large population centers of the north under the direct supervision of the foreign buyer or expert.

History of the Chinese Rug.

Experts differ as to how long ago the Chinese began to make rugs. There are some who think it is one of the native arts of China, and others maintain that it is acquired. Nevertheless, it is safe to say that—like the other arts of the Flowery Republic—Chinese rug making is of very great antiquity.

The Chinese rug was not originally designed as a floor covering but was used upon the k'ang—a sort of divan. It is by means of the k'ang that the people in the north of China are able to keep warm during the long winter months. This couch-like arrangement is made of bricks or mud and is an indispensable part of every Chinese household. It is built across one end of the room. In winter a fire is kept burning underneath and the members of the family spend a great deal of their time upon the k'ang. Among the poorer classes the only covering of the k'ang is a coarse piece of matting; but in the homes of the wealthy classes rugs generally serve as coverings. Thus the original purpose of the Chinese rug was utilitarian rather than ornamental. To-day, in western China, travelers carry their rugs along with them to spread upon the k'angs of the Chinese inns, which furnish no luxuries in the shape of bedding. These rugs are known as travelers' rugs, and are of various designs, generally depicting scenes that the Chinese traveler usually meets with upon his journey. The boatman on the Yellow River in Kansu carries his rug as a necessary part of his outfit. He sits upon it by day and sleeps upon it by night. These latter rugs are made from the best

wool and are generally handed down from father to son. Age seems to add to rather than detract from their beauty in luster and tone of color.

A later development was the use of the rug as hangings in the temples and in the palaces. Other uses were made of it in the form of small squares for chair coverings and for saddle cloths. As the art of rug making advanced rugs were used as presents at weddings and birthdays; much thought and time was given to the designs of these pieces, as they were supposed to have a great deal to do with the future happiness of the recipients.

Antique Rugs.

Antique rugs belong to three periods of Chinese history—the Ming, the K'ang-hi, and the K'ien-lung. Marco Polo in writing of his visit to the palace of the Great Khan, or Kublai Khan, as he is known to history, speaks of the beautiful rugs of the palaces and mentions pieces inlaid with figures representing birds and beasts. Kublai Khan was the first of the Yuen or Mongol dynasty (1260-1368), which preceded the Ming, and by reason of his conquest of western nations brought into China a revivifying influence from the outside. Arabian and Persian art had a great influence in the time of the Mongol. This influence was felt in all branches of Chinese art, but unfortunately no example of the rug-maker's skill has been preserved to the present day. The Ming dynasty was a pure Chinese dynasty and was founded in 1368. From the middle of this dynasty art suffered a reversion to type, which was due to a servile imitation of old masters and the blind following of set rules and canons. There are very few rugs of this period to be found. They are coarse in texture with plain geometrical figures, more or less simple in color, and regular in design. The Manchus began to rule China in 1644, and during K'ang-hi's rule of 62 years he showed himself to be a great patron of art. The rugs of this period have elaborate geometrical designs and are very closely woven. The K'ien-lung period begins with 1735. This emperor imported weavers from the west. The rugs of this period are generally floral in design with medallions. The outer borders of these rugs are generally a deep blue. This was China's golden age in the art of rug making. The designs of the later epochs are difficult to classify.

Connoisseurs and rug collectors have made antique rugs a rare article, and to-day there are doubtless more of these works of art in America and Europe than in China. Here and there are still to be found some old Mongolian rugs. These were originally made in China and supplied to the Mongols for use by their princes and high priests and for use in the temples.

Materials Used in Manufacture of Rugs.

Mongolia, with its bands of nomadic shepherds and their flocks, furnishes an abundant supply of wool for the demands of the local trade. Caravans of camels, sometimes as many as 500 in a caravan, arrive at Kalgan with immense cargoes of wool. This wool is picked up at different points in the interior of the Mongolian tableland. It is then shipped by rail to Peking and Tientsin.

Different kinds of materials are used in the manufacture of the Chinese rug, the principal one being sheep's wool, with camel's and

goat's wool ranking next in the order of importance. Sometimes rugs are made from silk, but these rugs do not make suitable floor coverings and are rather used for coverings or tapestries. Hair, cotton, hemp, and jute are oftentimes used in combination with a little wool to make a cheap grade of rug. One must be a good judge of wools in order to be a judge of rugs. It is often very difficult to distinguish hair from wool. Under the microscope, a fiber of wool remotely resembles in appearance a pine cone, with overlapping edges or scales. It shows a highly serrated surface. A fine-grade wool will have nearly 3,000 serrations to the inch and a diameter of one two-thousandths of an inch to one three-thousandths of an inch, while a poor grade will have only about a fifth as many serrations to the inch and a diameter of only one two-hundred-and-seventy-fifth of an inch. The difference is 8 or 10 fibers of fine wool to 1 of coarse in the final make-up of the rug. In the fine wool rug there is everything to be desired—retention of color, resiliency, and luster—which is not the case in a cheap rug.

Kinds of Wool Used—Process of Cleaning.

The cpring and autumn sheep's wool and sometimes the spring sheep-wool combings and lamb's wool are used in rug making. The latter is sheared from the young lambs at about the age of eight months. The Mongolian shepherds are adept shearers, and the fleeces are skillfully sorted. After the shearing process the wool is sold to merchants, traders, or rug makers. Foreign wool experts say that Chinese wool is not quite as high grade as that produced in the countries where they specialize in stock breeding.

The craftsmen in western China are very careful in the preparation of the wool which they put into their rugs. Every craftsman has a different method of treatment. After the sticks and foreign substances are removed the wool is washed and scoured. In this process there also exists a variety of treatment. The general method of procedure is to wash the wool many times without allowing it to dry. It is then placed in the tubs in which a bean that will cut the grease is placed, and the mass is pounded and boiled until the wool is entirely cleaned. If any grease is left in the wool the dye will not take as well as if the wool were all free from oils or fats. A great deal also depends upon the quality of water used in the washing. Soft water is desired, as hard water necessitates the use of potash, which cuts the wool in such a manner as to decidedly shorten the life of the rug. Some Chinese rug makers have been known to use lime, but this also injures the wool. Soap is sometimes used to clean the wool, but this is more or less expensive.

When the washing process is finished, the wool is exposed to the sun to dry. In the eyes of a careful Chinese craftsman this demands an equal amount of attention. After passing through all these processes the wool is weighed and is ready to be picked and carded. There is considerable difference between the weight of the fleece when it comes from the hands of the shearer and after it has passed through the many washing and drying processes.

Final Preparation and Spinning of the Wool.

There are two methods used for loosening the wool from the mats in which it is left after drying. The one in general use is by means

of a huge bow made of some strong hardwood, which varies in size from 6 to 10 feet in length and is suspended by its middle from the ceiling so that the cord made of gut just touches the heap of wool. The picker, who is generally a small boy, plies a wooden mallet in staccato time upon the bowstring. The vibration of the cord whips the wool loose and flings it aside wisp by wisp. The other method, which is seldom used, consists of a long block of wood or a wooden frame from which protrude long perpendicular pins. The boy apprentice draws the wool again and again over and between these pins until it is fit for spinning.

Some Chinese weavers have a method of making the combing process slightly easier by chopping the wool into short bits, but while this may gain the desired result it ruins the long-fibered wool, as when spun into yarn it has no strength to hold together. A long-fibered wool is a prime requisite in good rug making.

Sometimes the wandering shepherds of Mongolia carry a small spindle and distaff and twirl the spindle as they tend their flocks, but these sights are rare except near the Kansu border, where rug making is an important industry. Some of the wool, however, is spun by the old men and women in the border villages. Each spinner strolls about with a wad of raw wool and a hand spindle and by the mechanical twirling of the spindle gradually accumulates a ball of yarn, meanwhile entering into a lively exchange of village gossip. Thus the Chinese rug is a hand-made product from beginning to end. This yarn is in great demand but is naturally limited in amount.

Three Grades of Yarn Used.

The Chinese weaver in the treaty ports, if left to himself, will produce an inferior fabric. The Peking weaver classifies his wool into three grades. His best grade of wool may differ greatly from that of another shop, depending altogether upon his honesty and also upon the knowledge of the prospective buyer. In general this grade of wool yarn is made up of the finest kind of wool and is entirely free from coarse hairlike fiber so common in cheaper yarns. It is also better spun; that is, uniform in size and free from bunches of matted wool which will not dye clear through. The second grade of wool is composed of wool, cotton, and hair, and sometimes jute, with a slight predominance of the first. The cotton linings of old worn-out Chinese coats are commonly pulled out and mixed with second-grade wools. Cotton can be detected by applying a match; if it burns with a flash and leaves no remains, it is cotton. Wool burns slowly, gives off an odor, and deposits small bits of carbon. Cotton and hair will not absorb the dye as well as pure wool and present a dull, dead appearance after slight use. The pure-wool rug as it ages increases in the beauty of its tone and luster, while the hairy-textured fabric will dull and wear off rapidly. The third grade of wool is a compound of a very little wool, cotton, and a considerable quantity of dog's or cow's hair. All rugs are treated to a chemical bath before they are put on the market in order to tone down the colors. The cotton-and-hair fabric will not stand the washing process.

The best wool for rugs is a fine strand that is entirely free from hair, cotton, or matted wool. The best yarn is that composed of but few small strands. In making rugs of coarse weave the yarn can be woven in double or triple to each knot, and the effect on the sur-

face of the finished rug is far better than if a coarse yarn of the same wool is used.

Skill and Care Required in Dyeing Yarn.

From the Chinese point of view, the dye is one of the most important considerations in the making of a rug. In western China we find that the craftsman, whose family has doubtless been in the business for generations, takes a greater pride in the production of a certain color than do the newly established rug men in Peking and vicinity. "Ninghsia dyes never fade" is a saying in China. Yet the native dyes used in Peking, if properly set, will outlast the carpet. Providing the dyer does his work honestly, there is nothing that has yet been discovered that will bleach the rug without ruining the fabric. The rug can be boiled to shreds without affecting the dye in the least.

Before the war, when aniline dyes were much cheaper, some native rug men preferred to use aniline dyes because it simplified the process and was less expensive. The aniline-dyed product quickly fades and will not stand the washing process. There are still some aniline-dyed products to be found, and the native rug men occasionally foist one upon the unsuspecting tourist who has the temerity to buy without the advice of an expert.

Every rug maker dyes the yarn to match the colors in the designs that are submitted. At one dyeing he must make enough to finish the rug, otherwise there is a variation in the color and the rug is streaked. The yarn is dyed in large iron caldrons, in which the dye is first made. The skilled dyer times his work just as a photographer times his photographic plate. The dye should never be wrung from the skein, as this results in uneven distribution. Sometimes it is rinsed several times in cold water before it is hung up to dry. The master hand knows the exact moment when the yarn has finished drying in the sun. The dye maker has no books or recipes, but memorizes all his formulas. There is generally displayed at some place in the shop a great number of small patterns showing all the different colors and tints of which that particular proprietor is master. When a rug maker receives an order for a rug, the whole supply of yarn to be used is dyed and set. It is then displayed pending the buyer's inspection before the weavers are set to work. If a particular shade is sought, the dyer will experiment until the required tint has been found.

Chinese Rug Makers Skilled in Art of Colors.

The old Chinese rug makers, although masters in the art of color making, confined themselves to a very limited number of colors. This has been followed to a certain extent by the moderns. In the use of blues and yellows the Chinese artisan doubtless stands preeminent. The use of the true imperial yellow is very rare, although an endless number of shades in this color are designated imperial. The reds sometimes have a yellowish tinge or hue. There are many shades of salmon pink and reds, the salmon pink being produced from species of redwood grown in western China.

Minerals are scarcely if ever used. The dyers of Ninghsia in Kansu are famous for their beautiful shades of red. This color is produced from a berry grown in Kansu Province. Red is also produced from redwood. Madder (*Rubia cordifolia*) is a creeper whose

stems and roots when ground and boiled produce a red that is used as the basis of many shades. It is also said that some of the old craftsmen occasionally use sheep's blood to produce a deep vermilion. Perhaps the best known red dye in China is the safflower (*Carthamus tinctorius*), called the red flower by the Chinese. The seed of this flower is said to have originally come from Turkestan.

Brown comes from the dye yam, or shu liang, as the Chinese call it. It produces a dark-brown color and is widely used in China in the dyeing of cloth. If a darker shade is desired gallnuts and alum are used. Acorn husks are sometimes used to produce this color.

Blue Obtained from Indigo Plant—Other Colors.

Blue comes from the indigo plant. One of the many varieties which grows in China (*Polygonum tinctorium*) is grown in the northern Provinces. The use of blue is rather a difficult and tedious process. If the work is carelessly done the blue does not go clear through and the yarn when woven into the rug and clipped off shows a white spot in the center of the strand. A rug made up of such yarn is very unsatisfactory. Most of the blues used by the Chinese have indigo as their basis, and this in combination with other materials produces all the shades known.

Purple is obtained from hollyhocks and from the bark of *Lithospermum erythrorhizon*. The coloring matter is brightest if the plant is dug in early spring.

Yellow is obtained from the buds of a large tree known as *Sophora Japonica*, widely scattered over China. Locus seed also produces a yellow as well as an olive green. Some craftsmen first dye the yarn a fast yellow. When it is set, it is dipped in red and exposed to the air for a very long period. As a result, the red fades and the yellow remains, with just a blush of red that is very pleasing to the eye. Green dyes are obtained from *Rhamnus tinctoria* and other species of buckthorn. Indigo and yellow produce a green dye, but this color is very little used in Chinese rugs.

Black is obtained from gallnuts. When mixed with cochineal and other substances, the powder from the galls produces gray, brown, and fawn tints. Black is also obtained from pomegranate rind and vinegar.

Chinese Rug Shops.

In Chinese-owned shops sometimes three or four looms are crowded into a small, ill-lighted place. Few of these shops have wooden floors. Sometimes 30 or 40 urchins, ranging in ages from 10 to 18 years, work in one small room. These youthful workers sit in a row on a plank fixed like a scaffolding in front of the large wooden loom or frame. Some shops have only 5 or 6 apprentices, or one may have as many as 100 weavers. The proprietor merely supervises the work and deals with the buyer. The employees live and sleep on the premises. A few shops employ only adults, and have modern, up-to-date plants that are well-lighted and well ventilated. Occasionally a courtyard may contain the complete plant for preparing and dyeing the wool as well as weaving the rug, but the majority of the shops in Peking and Tientsin are very small, and merely weave the rug from the design submitted by the buyer.

The apprentices as a rule are drawn from the country classes who are too poor to support their offspring. Their wages, if they are old

enough to be paid, range from 30 to 40 cents Mexican a day. The adult craftsman is sometimes paid by the piece, the amount earned by each man varying.

Chinese Process of Weaving Rugs.

The Chinese rug, like most oriental products of this kind, is not woven but tied. The principal mechanism is the deft fingers of the small apprentice. On a heavy wooden frame, reaching from the floor to the ceiling, are stretched the cotton threads like the strings of a harp. The small hand-painted design is submitted to the rug man, who sketches his design on white paper according to the actual scale of the rug. It is very essential that the designer be a skillful one; if he is a poor one, the curves are ungraceful and the details of the various patterns are carelessly drawn, all of which shows on the finished rug. This pattern is worked in and out of the strings of the warp. When it is in position it is painted on the warp with black ink. The design is then removed, and the workers set to work tying the knots and cutting the string.

Strictly speaking, there is no woof, but the cotton filler is run in after each row of knots has been tied and pounded down. Each boy or workman sits in front of the warp. At his side are a few simple tools. Behind him, on a level with the height of his head, are suspended the various balls of yarn which he is to use. He catches the loose end of the color desired and ties two strands of the warp together and cuts the ends of his knot with a small knife. When a row of knots has been finished a length of cotton filler is run through and pounded down with a heavy iron fork, which is thrust into the warp. This completed, the row of tufts is trimmed to even lengths, which is one of the most difficult parts of the weaver's work. The object is to cut as nearly the intended length of the pile as possible, obviating any unnecessary loss. After the rug is finished some makers clip the designs along the lines of the pattern, for example, outlining a flower or bird. As a result, the pattern is brought into bold relief without the interjection of any other color. This is a Chinese invention which takes the place of the color outline. Each workman takes a 2-foot width of rug, and side by side they toil, with no variety or change of position.

Daily Inspection of Work Necessary.

Dyeing of the wool, determination of price per foot, and selection and completion of design are merely preliminary arrangements in the construction of the rug. In the case of the Chinese shops it is necessary to inspect the fabric at least once a day. If the work is not closely watched, a few balls of inferior yarn will be worked in with the good wool in order that the weaver may make a little profit. Although this can not be said of every Chinese shop, the foreign expert takes no chances, but watches the weaving day by day. The poor wool can be worked in so cleverly in small flowers or other designs that the deception can not be detected.

If the buyer is very particular about having the same design that he has ordered, it is necessary for him to closely scrutinize the execution of his pattern. The natives are often obsessed with the idea that their way of doing things is better than the buyer's and will attempt additions and corrections in both designs and colors. If

detected in time, the error can be corrected, but the ripping out of work already done serves only to weaken the fabric. The Chinese workman also has a habit of lapping the weft threads in the same spot each time in order to save himself the trouble of reaching too far one way or the other. This can be easily detected by looking at the back of the rug, which shows a seam. This practice weakens the rug as a whole.

Native Rug Designs Used.

The Chinese designer, if left to himself, adheres strictly to the conventional and symbolic figures which play such an important part in the history of Chinese art. If he is to make a bird rug, it is sure to be a collection of every known species. If it is to be a flower rug, it will contain the flora of the entire country. But if allowed to experiment with what he conceives to be foreign design, the result is apt to be hideous.

The native designers are very skillful with the brush, and some of their water-color pictures are marvels in design and color. Dr. Anderson, a noted student of oriental art, states, in regard to Chinese artists: "No other artists, except those of Japan, have ever infused into the delineation of bird life one tithe of the vitality and action to be seen in the Chinese portraiture of the crow, the sparrow, the crane, and a hundred other varieties of the feathered race. In flowers they have been no less successful; they were able to evolve a better picture out of a single spray of blossom than many a painter from all the treasures of a conservatory."

It is very hard to say just what effect contiguous people have had on the designs of the Chinese rug. The old rugs, of which many of the more modern products are but copies, scarcely ever show a composite design. This is due to the ability of the Chinese to take what they have found in the art of their neighbors, strip it of its elements, and embody it into their own designs with a touch that is distinctly Chinese.

There is no doubt that Chinese patterns have been greatly influenced by Mohammedan designs. In northwestern China, before the Mohammedan rebellion of 1871, a large proportion of the population were followers of the Prophet, and it is here that some of the best Chinese rugs are woven. This region is in the direct line of travel across the continent, and in earlier times was crossed by the old trade routes.

Buddhism opened new vistas and developed greater possibilities in the artistic genius of the Chinese race. The influence of Buddhist art is everywhere apparent. This in turn was influenced by Hindu art, which also borrowed from the Greek. The swastika, for instance, is of great antiquity and wide diffusion among the different races. It is mentioned in the Ramayana, and as an emblem of Thor even among the Teutonic races. In China it is the symbol of Buddha's heart. It is also used as a symbol for 10,000 years.

Chinese Symbols Frequently Seen.

The man of the Occident is accustomed to look upon ornamental decorations simply as effects to please the eye. Doubtless many of these figures are the relics of faiths or myths long since forgotten. Such is not the case with the Chinese, to whom every figure and

color has a significance. The symbols used in rug designs are also used in decorating Chinese bronzes, porcelains, and mandarin coats.

Probably the best known to western nations of the Chinese symbols and the design most frequently seen is the dragon, which is claimed to have first been seen by one of the early emperors issuing from a creek in Honan. It was later adopted as the national standard. There are several kinds of dragons—of the heavens, of the mountains, and of the sea. The imperial dragon was represented as having five claws, as also was that of the first and second class princes. The next two classes of the royal family might display a four-clawed dragon, while the common people must be content with three claws.

The phoenix was the emblem of the empress, and brides were sometimes allowed to wear it in the shape of a headdress. This bird was supposed to be very graceful and elegant and to possess a benevolent disposition.

One of the most frequent groups of symbols seen in Chinese designs is the Buddhist group. The Buddhist knot is the sign of longevity, and also stands for the eight Buddhist commandments. Two fish denote domestic felicity. These fish, or perch, go in pairs and are always faithful to each other. The umbrella of 10,000 people is presented to a mandarin on his leaving a district as a token of the purity of his administration. The canopy, like the umbrella, is a sign relating to official life, which is the ambition of every Chinese. The vase is sacred to the relics of Buddha. In Buddhist temples these jars often contain the ashes of the priests after their bodies have been burned. The shell is the emblem of a prosperous journey. The lotus is the sacred flower of the Buddhists, and is the favorite type of creative power. Another symbol is known as the wheel of the law. Instead of repeating a number of prayers, Buddhists have written prayers attached to the wheel, the revolving of which a certain number of times is supposed to have the same effect.

The Stork, Bat, and Other Emblems.

The stork to the Chinese means longevity. In China it is said to reach a fabulous age. When it has reached its 600th year it drinks but no longer eats, and after 2,000 years it turns black. Next to the phoenix it is the most celebrated emblem in Chinese legends. The butterfly is the sign of conjugal felicity. It is also known as the Chinese cupid. Figures of fish seem to be among the charms used to keep away demons and other evil spirits.

The lion is the symbol of authority. The pine tree and the deer are the emblems of good augury for the traveler. The horse is the symbol of nobility. The peach is frequently seen and stands for longevity. A silver ingot, a stick of ink, and a branch of coral are the emblems of riches, scholarship, and power. The hundred antiques includes vases, screens, potted plants, bronzes, porcelains, scrolls, ivory, and jades.

The number 8 seems to have an attraction for the Chinese. There are the eight precious things, the eight luck emblems and the eight Buddhist emblems.

The Chinese character for bat has the same sound as the character for happiness, so the bat has come to be regarded as the symbol for

happiness. It is sometimes used alone but is generally found in groups. In this case, four or five bats are found surrounding the seal character for longevity. The character for bat is one of the most frequently used characters in the Chinese language. It is written in almost a hundred different ways, and is regarded as very auspicious. When surrounded by four bats the five great blessings are symbolized—longevity, riches, peacefulness, love of virtue, and a happy death.

Their fondness for flowers has been perpetuated in poem and painting by the Chinese. Some of their finest poems are dedicated to the flowers. Flowers are sometimes alluded to as poetical synonyms for the months of the year. They are also regarded as symbols of virtue. The peony is called the king of flowers in China and is the emblem of happiness and prosperity. Anyone who has had the privilege of visiting the gardens of the old imperial palaces in the spring when the peony blossoms forth will readily understand why the Chinese have such a reverence and love for this flower. The peony is very frequently used in rug designs.

Local Market Conditions.

The average Chinese rug dealer does business in a very small way. His small shop has no reputation to maintain, and he has no interest in establishing a reputation for the future. He is obsessed with the idea of making as much money as he can and will sell a rug off the loom to the first man who happens to come along and offers him a good price. Thus it takes an expert who is on the ground to deal with the native. At present the rug industry in eastern China is slowly evolving from the status of a craft to the dignity of an industry, with the result that we find conditions in the trade constantly changing.

Toward the end of 1915, a large number of American dealers and dry-goods merchants arrived in Tientsin and Peking in order to buy Chinese rugs, which had become a fad in the United States. A large number of these men were speculators with small means and large ambitions. Backed by a few thousand dollars cash credit, they placed orders with the American firms already in the business for many thousands of square feet of rugs to be delivered at a later date.

At that time exchange was roughly \$25,000 Mexican for \$10,000 United States gold. Since that time freight has risen enormously. In 1915 rugs worth \$10,000 Mexican could be landed in the United States for something close to \$5,500 United States gold. To-day rugs worth \$10,000 Mexican would cost nearly the same amount in gold to lay them down in America.

These speculators, inexperienced as they were in matters of exchange, naturally failed to realize the large profits of which they had fondly dreamed. Cabled requests for money on the part of the American firms in Tientsin and Peking were only met by the cancellation of orders.

Demand for Rugs Increases Prices and Lowers Quality.

This sudden demand for large orders caused the prices to increase considerably. Weavers who had barely been able to turn out 5,000 square feet a year accepted contracts for 20,000 square feet. Wages

increased from 25 cents to 80 cents Mexican a day. Formerly the number of apprentices had been greatly restricted, but now they were taken into the guild and promised greater privileges and better food. Many half-trained apprentices were admitted and paid as full-fledged craftsmen. The price of wools and dyestuffs went up accordingly. In six months more than 200 new shops had been established in Tientsin and Peking, and rug values had jumped 200 per cent while the quality decreased fully 50 per cent. Instead of pure first-grade wool, a combination of cow hair, cotton, and jute was used.

Then came the inevitable reaction. Instead of new orders, the foreign commission houses received cancellations. When the boom was at its height many foreign concerns who had had no previous experience went into the rug business. In most cases they did not know good wool from bad, and as a result a lot of rubbish was shipped to the United States at highest prices.

The weavers in some cases had thousands of feet of rugs on hand, but no cash. They in turn owed the wool dealers, cotton-yarn dealers, dyers, and employees. The only way to obtain cash was to sell the finished product to the foreign buyers in Peking and Tientsin, who were asked to take the stock off their hands at 20 per cent below contract price.

Each foreign firm has a Chinese manager, called a compradore, who arranges all deals between the Chinese and his firm. He receives only a nominal salary, but puts up a large cash bond. When paying bills or receiving money for goods bought or sold he is allowed to deduct a commission. Some years ago an agreement was drawn up between the carpet guild and most of the compradores of the foreign firms, stating that the firms should deduct a cash discount of 2 per cent upon payment of carpet bills and that the compradores should not be permitted to make any further reductions. Some, however, are supposed to be taking a much larger commission. In some of the foreign firms who deal in rugs the compradore owns his own rug factory, but generally under a fictitious name. Orders given by the firm are placed in the compradore's factory. No dealer is allowed to quote prices to the head of the firm which might conflict with the interests of the compradore.

Buyers Should Ask Advice of Expert before Purchasing Rugs.

Only an expert who has studied the rug market in China can tell the value of a Peking rug. The mere fact that a rug has 100, 90, or 80 strings is not as important as workmanship, color combination, dyes, design, and quality of wool. A rug may have an admixture of cotton, cow hair, and jute, but the foreign merchant who deals with the Chinese can detect the counterfeit.

Some years ago a beautiful Peking lamb's-wool rug, made from the finest wool, best dyes, and finest workmanship, could be bought for 50 to 55 cents per foot. In 1915, when the market had reached its highest point, the same quality rug could not be bought for less than \$3.50 to \$4 per foot. The market price is regulated by supply and demand. The arrival of four or five American buyers with orders for a few thousand square feet will send the dealers' demands up 15 to 20 per cent. The Chinese dealer drives a hard bargain, and the

American buyer will find it to his advantage to deal with some of the American firms who are on the spot and who understand local customs and have had experience in the rug business. Otherwise he is sure to have unpleasant experiences.

Many American firms in China have factories or control the product of Chinese factories, and by reason of their wide experience are in a position to guarantee their products as to quality, dyes, etc. American buyers can obtain prices, designs, and other information from these firms, who will make rugs to order either from designs submitted or from designs which they have on hand and are always ready to show to prospective customers.

[A list of American firms in China controlling rug factories may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices. Some of these firms have submitted color plates of rug designs, which may be examined at the Bureau or its district offices. In either case refer to file No. 101992.]

SHOULD MERCHANTS GIVE CLERKS THE COST OF GOODS?

[Consul Fred C. Slater, Sarnia, Ontario, Canada.]

A recent issue of the Canadian Grocer has a very interesting article under the heading "Should clerks know the cost of goods." This publication put this question to merchants in Canada from ocean to ocean. By far the majority replying are in favor of giving the clerk this information; while some are opposed to it, and others compromise their answer by favoring the giving of such information only to certain trusted confidential clerks.

The arguments in favor of the proposal are variously given, but the key to the different statements appears to be that you must trust a man in order to make him trustworthy; that clerks who know these secrets take more interest in the business, are more efficient, and are able to talk more intelligently to customers, besides entertaining a better feeling toward their employer.

The negative replies do not advance much reason other than that the clerk should not know the firm's secrets, for when once entrusted with such secrets he is not liable longer to regard them as such. One reply to this question came from across the line in California, where a large establishment employing over four hundred clerks gives an answer decidedly adverse to the idea, stating that clerks knowing the private cost mark are liable to overstep their authority and sell goods lower than they ought.

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CONTENTS.

	Page.		Page.
Decreased exports from Paris to United States.....	97	Important legislation affecting the lighthouse service.....	104
Import prohibitions in the Windward Islands.....	97	Trade opportunities in Brazil.....	105
Italian embargo decrees.....	97	Scandinavian cooperation in power distribution.....	106
Price advances for British war-time boots.....	98	Castor oil production in Malaga district.....	108
Prohibition on imports in British Guiana.....	98	India to encourage the planting of avaram.....	109
The cotton crop of 1917.....	99	Demand for motor boats in British Guiana.....	109
Supplementary memorandum on India's wheat crop.....	99	Saving in tin plate effected by Great Britain.....	110
Report of Holland-America line for 1917.....	100	Imports of lubricants and soaps into Hankow.....	110
Growth of Norwegian telegraph business.....	101	Chilean flour for Venezuelan consumption.....	110
Brazil to improve telegraph service.....	101	Brazilian supervision of oil exports.....	111
New Canadian feed standards.....	102	Increased Sumatra rubber shipments.....	111
Consumption and production of beer in Denmark.....	103	Foreign trade opportunities.....	112

DECREASED EXPORTS FROM PARIS TO UNITED STATES.

[Cablegram from Consul General A. M. Thackara, Paris, France.]

The total value of the declared exports from the Paris consular district to the United States for the first six months of 1918 was \$16,492,283, against \$28,546,225 for the same period in 1917. The principal decreases were in cigarette papers, cotton, feathers, furs, mushrooms, perfumery, pearls, precious stones, seeds, silk, and wool.

IMPORT PROHIBITIONS IN THE WINDWARD ISLANDS.

The British Embassy has notified the Department of State of the publication of a list of articles prohibited from importation by steamer into the Windward Islands (Grenada, St. Vincent, and St. Lucia), effective July 19. The articles prohibited are the following: Arms and ammunition of all kinds; traveling bags; trunks and valises; baskets of all kinds; carriages, carts, and wagons, bicycles and tricycles of all kinds, motor cars and motor vehicles; chinaware or porcelain; earthenware and pottery; clocks and watches; furniture of all kinds; glass, glassware of all kinds; jewelry; musical instruments of all kinds, including phonographs; perfumery of all kinds, including perfumed spirits; plate, plated ware; toys and games of all kinds.

ITALIAN EMBARGO DECREES.

Additions to the Italian export-embargo list are rarely made, as the list adopted in 1916 contains many general headings which authorize the prohibition of large classes of articles. It is customary for the authorities to announce temporary suspensions of prohibitions, in effect until notice is given of withdrawal, or to per-

mit the exportation of limited quantities of certain articles. Such concessions are usually given out as instructions to customs officials.

From reports by the consul general at Genoa and from official publications, it is learned that the following items have been added to the 1916 embargo list within the past few months: Silk-worm eggs; rough marble in slabs or otherwise worked; precious stones of all kinds.

The consul general has also furnished a translation of the decree recently issued regarding the sending to foreign countries of printed matter containing advertisements. These regulations are to remain in force for the duration of the war, and the significant provisions are as follows:

The sending to foreign countries of any periodical or printed matter whatsoever containing advertisements is prohibited. Directors and editors of newspapers or of periodicals and editors of publications who intend to continue sending to foreign countries must prepare special editions in which the advertisements are suppressed.

The periodicals and publications to be sent abroad must be submitted at the offices of the respective editors to the examination of a censor and of a postal official to whom are consigned the copies certified for forwarding. Private persons are forbidden to send to foreign countries copies of newspapers, periodicals, and other publications containing advertisements.

PRICE ADVANCES FOR BRITISH WAR-TIME BOOTS.

[Consul Franklin D. Hale, Huddersfield, June 12.]

The Yorkshire Post publishes the latest Government regulations relating to war-time boots, a recent issue stating:

The list of Government war-time boots [see COMMERCE REPORTS for Jan. 22 and Feb. 6, 1918] has again been increased, and there are now 79 varieties on the market. To meet the demands of manufacturers the whole of these have been recently revised, and to cover additional cost of leather and the extra wages paid in the form of war bonuses to operatives, an all-round advance of 5 per cent is quoted. The lowest price at which a child's stout split laced boot can now be obtained is 8s. 6d. [\$2.06] per pair, and the maximum chargeable is 29s. 6d. [\$7.18] for a man's waxed kip walking boot of medium substance and fair stitched. Both of these classes represent an advance of considerably over 100 per cent compared with pre-war prices, yet it is claimed that they are lowest at which thoroughly reliable boots can now be provided.

[Samples of British war-time shoes are available for inspection at the New York and Boston offices of the Bureau of Foreign and Domestic Commerce under file No. 20076.]

PROHIBITION ON IMPORTS IN BRITISH GUIANA.

[Consul G. E. Chamberlain, Georgetown, June 10.]

The Official Gazette of British Guiana for June 8 contains an order issued by the Governor on June 6 prohibiting the importation into the colony, except under license granted with the Governor's consent, of the following articles: Carriages, carts, wagons (not including spare parts), motor cycles and side cars, motor cars (not including spare parts), plows, tractors, and drays, tricycles, musical instruments, pictures, and furniture.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

THE COTTON CROP OF 1917.

The cotton crop of the United States for 1917, according to the returns of the ginner, amounted to 11,248,242 running bales, counting round as half bales, equivalent to 11,302,375 bales of 500 pounds gross weight. With one exception, it was the smallest crop produced since 1909, that of 1915 amounting to only 11,068,173 bales. Compared with the crop of 1916, there was a falling off in Alabama, Arkansas, Florida, Missouri, North Carolina, Tennessee, Texas, and Virginia and an increase in Arizona, California, Georgia, Louisiana, Mississippi, Oklahoma, and South Carolina. The most notable increase was in Louisiana, where the production was 629,719 bales, the largest for any year since 1907.

Weather conditions affected the crop to a greater extent than usual. Texas, with a largely increased acreage, showed a reduced production, the crop in the southwestern section, owing to extreme drought, being almost a total failure.

Although the amount of cotton grown in Arizona and California is still relatively small, the increase in those States is notable. Compared with the crop of 1916, the ginnings in Arizona increased from 8,000 to 21,000 bales, and in California from 44,000 to 57,000 bales. The production in these States from the crop of 1918 promises a further increase, since the acreage planted in both States is much above that devoted to cotton last year.

The sea-island cotton crop of 1917—92,619 bales—shows a falling off of 25,000 bales as compared with 1916; however, it closely approaches the average production of sea-island cotton for the 19-year period during which the Census Office has collected statistics of cotton ginned.

Only two counties produced as much as 100,000 bales of cotton in 1917—Bolivar, in Mississippi, with 110,207 bales, and Ellis, in Texas, with 105,471 bales. Other counties which led in their respective States in the production of cotton from the crop of 1917 were Madison, in Alabama; Jefferson, in Arkansas; Alachua, in Florida; Burke, in Georgia; Caddo (parish), in Louisiana; Dunklin, in Missouri; Johnston, in North Carolina; Garvin, in Oklahoma; Orangeburg, in South Carolina; and Shelby, in Tennessee.

Director of the Census Sam. L. Rogers will shortly issue a pamphlet entitled "Cotton Production in the United States, 1917," which was prepared under the supervision of Mr. William L. Austin, chief statistician for cotton.

Supplementary Memorandum on India's Wheat Crop.

The Indian Department of Statistics places the area under wheat in India on April 30, 1918, at 35,388,000 acres, and the probable yield at 10,130,000 tons, against 35,461,000 acres and 10,277,000 tons reported in an earlier forecast (see COMMERCE REPORTS for July 2, 1918). The receipt of new figures from the Central Provinces and Berar, the Northwest Frontier Province, Ajmer-Merwara, and the Gwalior State in Central India caused this revision. The department states that the condition of the crop is good in almost all the important wheat-growing Provinces.

REPORT OF HOLLAND-AMERICA LINE FOR 1917.

[Consul General Sorèn Listog, Rotterdam, Netherlands, May 31.]

In its annual report for 1917 the Holland-America Line states that, with the exception of a few articles of Dutch origin, there was no outgoing freight. The return freight during the first half of the year was restricted to grain and ammunition for the Dutch Government, besides articles for the Dutch industry and one shipload for the Belgian relief. Only 46 trips in all were completed by the passenger steamers to New York and the freight steamers to various ports. Of these 46 trips only 7 were made with passengers, against 46 to 48 in normal years. With the entry of the United States into the war the Holland-America Line closed its offices and agencies in Germany and Austria.

In regard to the loss of the steamers *Noorderdyk* and *Zuandyk*, the report states that the protests of the Dutch Government to the German Empire resulted in the latter agreeing to place at the disposal of the Dutch Government a tonnage equal to that of the vessels torpedoed on February 22, against payment of an amount equal to that for which the lost vessels were insured. To this end German steamships lying in the Dutch East Indies are to be delivered shortly. The amount agreed upon for the *Blommersdyk* has been settled in the meantime. The *Statendam*, which was requisitioned by the British Government, is now running between North America and Europe. The freight stipulated is being paid regularly.

New Vessels—Stock Transactions.

Inasmuch as the demand for tonnage will be enormous after the war is over, and as it is impossible at present to enlarge the fleet by having new ships built on account of the almost insurmountable difficulties in obtaining materials, the company decided that, as soon as the opportunity presents itself, it would make arrangements to assure the building of new vessels. Considerable funds will be needed for this purpose, and the company therefore proposed to increase its capital by \$1,200,000. The emission was a complete success and enabled the company to set aside \$2,165,811 as a special reserve. A contract was also signed with the N. V. Wilton's Machine Works & Shipbuilding Yards for the building of the ships as soon as the war is over.

The shares in the Holland-America Co. owned by American concerns were taken over by a Dutch combination at the end of the year in furtherance of the company's desire to withdraw its stock from foreign ownership.

The Holland-America Line has taken shares in a Dutch coal-mining company and in one operating furnaces and rolling mills. Furthermore, it has promised its assistance to the municipality of Rotterdam in sharing the costs of improvement of the Rotterdam Waterway and the Twente-Rhein Canal, and to the hospital for tropical diseases to be erected in Rotterdam.

New Buildings—Profit for Year.

The building of a new wing to the offices was completed during the year, and new sheds on the Lekhaven were added. The company

has in the course of erection a large shed on the south side of the Rynhaven, the building of which is, however, considerably retarded by the difficulties in obtaining building materials.

The profit for the year 1917 amounts to \$3,998,484. After deducting expenses, a donation to the fund for the personnel, and reservations for interest and war-profit taxes, a dividend of 25 per cent was declared.

GROWTH OF NORWEGIAN TELEGRAPH BUSINESS.

[Vice Consul H. S. Waterman, Christiansand, May 29.]

The number of telegrams handled by the Christiansand office in the fiscal year 1916-17 was more than double the number handled in the pre-war year 1913-14. An official report, just published, gives the respective totals as 107,021 and 217,945, there having also been steady growth during the intervening years as the following table shows:

Fiscal year.	Domestic.		Foreign.		Total.
	Sent.	Received.	Sent.	Received.	
1913-14.....	37,854	38,822	15,167	17,178	107,021
1914-15.....	53,406	47,996	16,527	17,816	135,805
1915-16.....	60,372	64,118	16,777	21,130	171,697
1916-17.....	94,575	86,925	17,026	19,419	217,945

Messages between Norway and Foreign Countries.

In the exchange of telegrams between Norway and foreign countries there has also been a large increase, with the single exception of Germany, where business fell off more than half. The total number of telegrams exchanged with foreign countries in 1916-17 was approximately 1,700,000, contrasted with 1,500,000 in 1913-14, the principal countries participating in this exchange being:

Countries.	1913-14	1916-17	Countries.	1913-14	1916-17
United States.....	63,000	162,000	Netherlands.....	41,000	58,000
Denmark.....	143,000	260,000	Sweden.....	167,000	325,000
France.....	60,000	97,000	United Kingdom.....	462,000	519,000
Germany.....	348,000	173,000			

BRAZIL TO IMPROVE TELEGRAPH SERVICE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 24.]

The President of Brazil has authorized the opening of a credit of 600 contos (about \$150,000 American currency) to the account of the Minister of Transportation and Public Works, in addition to the 1,000 contos (about \$250,000) that was authorized by decree of November 8, 1917, to be expended in the improvement of the telegraph service in Brazil. This additional sum has been found necessary owing to unforeseen expenditures incident to the improvement of the service, as well as to the greater efficiency of communication between the States of Brazil required for national defense in time of war.

NEW CANADIAN FEED STANDARDS.

[Consul Felix S. S. Johnson, Kingston, Ontario, June 24.]

Owing to the difficulty of getting stock feeds last winter, steps have been taken by the Organization of Resources Committee to place a standard stock food on the market.

The millers have consented to act as importers of the ingredients and as manufacturers and distributors of the feeds, and to make the necessary arrangements. The price at which the feed is to be sold will be determined from time to time by a joint committee composed of two representatives of the millers, two members of the committee, and the assistant Deputy Minister of Agriculture, who is to be chairman.

Terms of the Agreement.

Under the contract the millers agree to:

Purchase the various ingredients entering into the preparation of the feeds, according to the formulæ prescribed, to the best advantage and from sources to be approved by the committee.

Assemble the same at convenient warehouses or places of storage, and there mix and prepare the feed according to the approved formulæ.

Store the same pending sale and delivery.

Sell, ship, and distribute the same only to such farmers' organizations or such other persons as shall be approved by the committee.

At all times maintain the standard and quality of the feeds according to the formulæ supplied.

Permit representatives of the committee to have free access to the books and warehouses so as to see that the contract is being properly carried out.

Furnish to the committee monthly statements of the quantities purchased, sold, or distributed by each of the millers and the quantities on hand, whether prepared or otherwise.

Sell the feeds at a cash price not to exceed \$5 a ton over the actual delivered cost of the ingredients. An additional charge, satisfactory to the committee, may be made where credit is given or carriage service rendered.

Furnish the committee, when demanded, with samples of the feed for the purpose of analysis.

The committee agrees to:

Approve such sources of supply of the ingredients as may seem proper to it.

Arrange that such ingredients may be exported from the United States and imported into Canada.

Recommend and guarantee to consumers the quality of the feeds and the food values thereof, according to the formulæ approved by the Ontario Department of Agriculture.

Recommend and assist in every reasonable way the millers in the sale of the feeds.

Approved Formulæ for Cattle and Swine Feed.

The approved formula for dairy cattle ration is: Fifty-four per cent of the total feed must be made up of three or four of the following feeding stuffs: Oil cake, cottonseed, soya bean, and velvet-bean meal and gluten feed, the last-named containing not less than 18 per cent protein; provided, however, that not more than 20 per cent of the total feed shall be made from any one of these feeds.

The balance of the feed shall contain sufficient hominy or corn to make 15 per cent of the total feed and one or more of the following: Corn, barley, or oat feed, beet pulp, wheat, bran, and any other feeds that may from time to time be approved by the Feed Committee, provided also that the completed feed shall contain not less than

24 per cent of crude protein, 4.5 per cent of crude fat, and 4.5 per cent of soluble carbohydrates, and not more than 10 per cent of crude fiber:

The swine ration must consist of at least 6 per cent of tankage, 20 per cent of wheat or rye shorts, 33 per cent of corn or hominy. The balance of the feed shall be made up of one or more of the following: Corn, barley, wheat, bran, or any other feed that may from time to time be approved by the Feed Committee, provided also that the completed feed shall not contain less than 16 per cent of crude protein, 4.5 per cent of fat, and not more than 6 per cent of crude fiber.

CONSUMPTION AND PRODUCTION OF BEER IN DENMARK.

[Consul B. L. Agerton, Copenhagen.]

The beer produced and consumed in Denmark is divided into two classes for the purpose of taxation and statistics, viz, strong and weak beer. The strong kind includes all beer the alcoholic contents of which is more than 24 per cent, and the weak kind is such as contains 24 per cent or less alcohol.

The production of strong beer in 1917 amounted to about 27,367,000 gallons, compared with about 31,383,000 gallons in 1916. During the years 1911-1915 the average annual production was 27,367,000 gallons, or the same as for the year 1917.

The consumption of strong beer in Denmark in 1917, i. e., the amount taxed for domestic consumption, was 26,285,000 gallons; the difference between the production and the consumption is due partly to waste in bottling, but mostly to exportation and sale to ships. Of the total consumption of strong beer for the year 1917, only 1,342,000 gallons were keg beer and the remainder was bottled beer.

The production of weak beer amounted in 1917 to 32,836,000 gallons, compared with 36,798,000 gallons in 1916 and an average of 38,833,000 gallons during the years 1911-1915. These figures do not include home-brewed beer, about which there are no statistics, but which is supposed to be comparatively insignificant. The consumption of weak beer was, each year, about 2,640,000 gallons less than the above figures for production. The difference in production and consumption is caused by export and sale to ships and a slight wastage.

Tendency to Consume the Lighter Beers.

During a number of years there has been a tendency toward consumption of the lighter beers rather than the ordinary lager beer. Also, during 1917, all beer was of a decided lighter alcoholic content, due to a lack of the necessary raw materials for brewing.

The average annual consumption of beer of all kinds per person in Denmark during the years 1911-1915 was 24 gallons; for 1916 it was 214 gallons; and for 1917 it was 19.8 gallons.

The latest available import statistics are for the year 1913. The import of beer is reckoned by weight rather than by capacity or volume. In 1913 Denmark imported 15,210 pounds of bottled beer and 188,930 pounds of keg beer.

If you buy War-Savings Stamps, you also help your country.

IMPORTANT LEGISLATION AFFECTING THE LIGHTHOUSE SERVICE.

The general lighthouse act approved June 20, 1918, contains provisions of much importance to the Lighthouse Service, including a retirement system for all of the field force, and more equitable compensation for the officers in charge of the lighthouse districts, whose designation is changed to superintendent of lighthouses, and for the light keepers, as well as other much needed relief for the latter.

The retirement system provided permits optional retirement at 65 years for those having 30 years' active service; retirement compulsory for employees 70 years and over, and applies to all employees in the field service and on vessels except those continuously employed in district offices and shops. The retirement pay is one-fortieth the average annual pay during the last five years of service times the number of years spent in active service in the Lighthouse Service or some other branch of the Government which has a retirement system, not exceeding in any case thirty-fortieths of such average annual pay.

The designation of the officers in charge of lighthouse districts heretofore known as lighthouse inspectors is changed to superintendent of lighthouses, and their compensation, except in the third district, is increased from \$2,400 to \$3,000 per annum.

The limit for the average pay of light keepers is increased to \$840 from the \$600 at which it was fixed by law 51 years ago. The commutation for rations for light keepers is increased from 30 to 45 cents per day, and authority is given to pay traveling and subsistence expenses of teachers while actually employed by States or private persons to instruct the children of keepers of lighthouses.

The sale of publications of the Lighthouse Service is authorized, including the allowance of a commission for such sales.

Special Works Authorized.

The following special works in the Lighthouse Service are authorized by this act, but appropriations for these have not been made except as noted:

Lighthouse tenders and light vessels: To replace old vessels.....	\$760,000
Ambrose Channel, N. Y.: Improvements in lighting.....	26,000

NOTE.—Appropriation made in sundry civil appropriation act for 1919.

Nantucket Breakwater, Mass.: Appropriation of \$15,000 made available for electrically operated fog bell.

Staten Island Lighthouse Depot, N. Y.: Improving and extending wharves.....	65,000
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Staten Island Lighthouse Depot, N. Y.: Extending and enlarging machine shop.....	30,000
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Joe Flogger Shoal, Del.: Gas buoys and improving aids.....	40,000
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NOTE.—Unexpended balance of appropriation of \$40,000 made June 30, 1916, made available for this purpose by sundry civil appropriation act for 1919.

Portsmouth, Va., Fifth Lighthouse District: Lighthouse depot.....	275,000
Fifth Lighthouse District: Gas buoys for improving aids to navigation.....	125,000

NOTE.—Sixty-five thousand dollars for this item appropriated in sundry civil appropriation act for 1919.

Potomac River, Md. and Va.: Improving aids to navigation and establishing new aids.....	95,000
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Sand Island Light Station, Ala.: Improvements..... \$45,000

NOTE.—Thirty-seven thousand dollars for this item appropriated in sundry civil appropriation act for 1919.

New Orleans, La., Eighth Lighthouse District: Lighthouse depot..... 88,500

American Virgin Islands: Establishing and improving aids to navigation..... 50,000

Spectacle Reef Light Station, Mich.: Improvements..... 28,000

NOTE.—Appropriation made in sundry civil appropriation act for 1919.

St. Marys River, Mich.: Improvements, etc., aids to navigation..... 80,000

Lakes Washington and Union, Wash.: Establishment and maintenance of post lantern lights and other aids to navigation.

In addition to the appropriations for special works noted above, the sundry civil appropriation act for 1919 provides for the following:

Guantanamo Bay, Cuba: Keepers' dwelling and improving lighting..... \$14,000

Second Lighthouse District: Lighthouse depot..... 85,000

Detroit, Mich.: Lighthouse depot..... 51,000

Ketchikan, Alaska: Lighthouse depot..... 90,000

Authority for commutation of rations for members of field working parties.

Authority to use general appropriation for the restoration of light stations and depots and buildings connected therewith.

The legislative, executive, and judicial appropriation act provides for one additional clerk, office of Bureau of Lighthouses at Washington, \$1,400.

Other legislation of general character in legislative, executive, and judicial act not affecting Lighthouse Service exclusively includes increase of compensation for next fiscal year, \$120 per annum, subject to various conditions. Authorizes open-market purchases not to exceed \$25.

TRADE OPPORTUNITIES IN BRAZIL.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, June 19.]

The following statement by one having resided for many years in Brazil, and who made a study of trade conditions in that country, will prove of interest to American manufacturers:

That there is an excellent chance for the development of trade in pipes and machinery that go hand in hand with sewage systems can be seen from the fact that there is not a single sewage disposal system in the interior of Brazil. The great central part of Brazil is the least known of any section of the world. It is less known than Africa. It is a dark country in that respect, but not dark in the sense that it is behind in modern requirements. Great quantities of musical instruments, gramophones, and similar articles were sold to Brazil prior to the present war. Japan is alive to the opportunity there and has not been losing sight of the chance to develop her trade.

Farm implements are wanted in Brazil, evidence of which is gleaned from the fact that all duty on farm implements has been removed by the Government. The people are anxious to get the modern implements to till the soil. They have become thoroughly imbued with the necessity of adopting the best methods of carrying on their farm industries. Farming will be an important industry with them. One of the chief branches to which they are devoting their attention is the raising of live stock. The duty on pure-bred cattle and horses has also been removed by the Government in order to encourage stock raising. The people are a meat-eating people, but their meat is largely of the sun-dried variety. The meat is cut from the carcasses of the beef in long strips, sprinkled with salt, then is hung up on a pole to sun for several hours. After it is thoroughly cured it is sold in the markets. Millions of people buy this meat, which is sold at 16 cents per pound. Fresh beef is sold as well, the price usually charged being 10 cents per pound.

SCANDINAVIAN COOPERATION IN POWER DISTRIBUTION.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

An article by Hjalmar Cassel in the Svenska Dagbladet (Stockholm, Sweden) on Scandinavian cooperation in electric-power distribution has aroused considerable interest and occasioned favorable newspaper comment in all three Scandinavian countries. Mr. Cassel proposes that Denmark's lack of hydroelectric power be supplied from the plants of southern Sweden, in order to do which Sweden, having no surplus current in the south, must arrange for procuring an equal quantity of current from Norway. (See COMMERCE REPORTS for June 19, 1918, p. 982.)

In the Danish industrial magazine, Tidsskrift for Industri, Mr. Sam Eyde, the founder of the Norwegian sakkpeter industry and the pioneer in modern Norwegian water-power utilization, gives the following views on the subject:

Norwegian View of the Project.

To transfer electric power from Norway to Sweden and from there to Denmark seems to be going over the stream to fetch water. Sweden will probably have only enough water power for its own electricity. It is therefore a question of whether Norway will be able to deliver power to neighboring countries.

It must be borne in mind that eastern Norway has only power enough for its own needs. In fact, plans are being laid for transferring power from western to eastern Norway, where are found most of the cities, the greatest population, and the largest industries, as, for instance, in the districts around the Christiania Fjord. There the power sources are quite limited and already partly utilized, as in Glommen. Industries requiring a large power consumption will therefore probably have to be referred to western Norway, even such as at present are situated in eastern Norway. Eastern Norway will have to reserve its power for lighting purposes and common electric use.

The question of supplying Norway with electricity is of immense importance, as is sufficiently shown by the war, and a plan is now being worked out for supplying the country with electricity. This must, of course, be done as rationally as possible. The coal prices will probably remain very high, though not as high as during the war, and the utilization of water power will be both advantageous and necessary.

Eastern Norway will thus hardly be able to give any power to Sweden or Denmark. It would have to come from western Norway, where there is an abundance of water power. Jylland [Jutland], in Denmark, should in that case be supplied direct from the Sørland district of western Norway by means of cables under the Skagerrak. There are no apparent technical difficulties in the way. Sjøelland [Zealand], in Denmark, and the islands, however, would best be supplied via Sweden. In this respect the proposed Swedish plans are concurred with.

Idea Not New—A Sure Source of Income.

This idea of Norway supplying Sweden and Denmark with electric power is not new. Fifteen years ago the question of delivering electricity to the Göteborg district from the Vamma Falls (in Glommen, Norway) was taken up. The extension of the Trollhättan Falls was not made at that time. However, a concession law for water-power plants was passed which killed every possibility for "export" of electric power. This law still exists, but it will hardly stand in the way of power transfer to the neighboring countries in the aid of a Scandinavian self-help. It is necessary that the Scandinavian countries, after the war, to the greatest possible extent cooperate in order to mutually support each other with the means at their disposal.

As far as Denmark is concerned, the power question will be of considerable importance for its future technical and industrial development, and if Norway, for instance, could supply 200,000 or 300,000 horsepower—which, it is believed,

it very well could do and still have enough for its own use--this would, of course, be of the greatest importance for Denmark.

If the question is asked whether Norway itself would not be able to use all its power resources, it should be said that there must be some proportion between the industry of a country and its other trades. Development should not be one-sided. There are the greatest expectations for industrial development in Norway, but the above view should be taken with regard to many of the new plans for large industries, especially such as have been born of the war. Consequently there will be in Norway a certain limit to industrial enterprise, and therefore no obstacles in the way of power export. On the contrary, such an export would be one of the surest sources of income that could be desired for the country, because it would be independent of all fluctuations. Norway's export of power to Denmark, for example, would never be more than a part of Denmark's consumption and would naturally cover the more fixed parts of it. Such a supply arrangement would, however, require a reserve plant, as a certain danger to the cables must always be reckoned with; but the better the Norwegian power utilization and distribution is the smaller the risk will be as a consequence of the giving out of an individual power source. Thus not one but several cables should be laid under the Skagerrak.

The question is then whether it will be a paying proposition from a Danish point of view, and a more rational utilization of the Danish peat would probably be a feature of this. It would be to advantage if representatives from the three Scandinavian countries met and looked into a plan for the financial possibilities of an inter-Scandinavian power distribution. As a matter of course such plans could not be realized until after the war, but the plans and alternatives should be discussed and preparations made.

A Danish Opinion—Technical Difficulties.

The above statement by M. Eyde was laid before Mr. A. R. Angelo, manager of Nordsjællands Electricity & Street Car Co., Copenhagen, in order to get a Danish view of the question. Mr. Angelo's opinion carries considerable weight, as the only experience so far with submarine power transfer has been gathered by the company for which Mr. Angelo is the manager. He says:

When the idea of an inter-Scandinavian electric power distribution has been so favorably received by Mr. Hansen, chief of the Royal Water Falls Board in Sweden, and Mr. Eyde, the founder of the saltpeter industry in Norway, it is, of course of the greatest satisfaction to Denmark, which, like the other Scandinavian countries, would by such an arrangement be less dependent on prices of fuel and supplies of same from abroad.

The matter has two sides, a technical and an economic. In a technical respect the question will be whether it will be possible to build a submarine high-voltage plant of the extent necessary. The largest cable plant of this kind so far is between Helsingborg (Sweden) and Helsingør (Denmark), and it has caused no great difficulties, everything working out in accordance with the program. But it will be much more difficult to lay a cable under the Skagerrak. Some years ago this problem would have been considered impossible to solve, but so much progress has been made of late years with regard to cables that such a cable plant will soon probably be within possibility.

Then comes the economic side of the matter. As it will be a plant to the value of many million crowns, the interest and amortization on this amount will, of course, be considerable annual sums, which will make the imported electricity more expensive. The question is, then, whether the electricity produced in this way would be cheaper or more expensive than current produced in Denmark by coal. Nothing definite can be said in this regard before it is known what the plant would cost, what the export price of the electricity would be, and what will be the price of fuel after the war, but an estimate would seem to show that electric-power transfer on a large scale from one of the neighboring countries would be economically advantageous for Denmark, besides rendering it more independent of the importation of fuel.

On the basis of the interest shown by prominent men in the Scandinavian countries it would seem—as suggested by M. Eyde—that it would be a good thing for representatives from the three countries to meet for a discussion of the matter.

CASTOR OIL PRODUCTION IN MALAGA DISTRICT.

[Consul Louis G. Dreyfus, jr., Malaga, Spain, May 28.]

The recent demand for castor oil for motor lubrication has stimulated the planting of castor beans in the Malaga consular district for making castor oil.

Small quantities of castor oil were manufactured in Malaga during the first months of this year. There are two small presses of Dutch manufacture, with a capacity of about 1 ton per day, owned by one of the largest olive oil refining firms in this city. While the production was very limited because of the lack of beans, the above-mentioned company expects to turn out about 60 tons of oil when this year's crop will be harvested, and there is every indication that while the demand continues the production will be considerably increased. The firm in question is making arrangements to obtain more presses in addition to making considerable efforts to stimulate the production of the castor bean. The seed is offered gratis by this company to farmers who will sign contracts in which they agree to sell to the company all the beans raised by them in the next four years, shelled and dried, at 60 pesetas per 100 kilos (\$11.58 [normal exchange] per 220 pounds).

Cultivation of the Plant.

The variety of plant that is said to give the best results in this section is the "*Ricinus sanguineus*," which retains the bean in the pod until it matures. The castor plant seems to grow in every kind of soil. Plenty of heat and a certain amount of humidity are required. Climatic conditions in this district are said to be favorable for the cultivation of this plant. It has grown without cultivation and been considered a noxious plant in this vicinity, where it was commonly known under the name of "infernal fig tree." The planting takes place in the month of March. The beans are soaked for 24 hours in water to facilitate their germination, and at the same time this eliminates the nonfertile seeds, which float on the surface of the water.

The plant grows rapidly. From seeds planted in March a crop is obtained in August and the plant reaches its full production in three or four years. The harvest is in the late summer, when the pods are cut and taken to the drying ground. When exposed to the sun the pods crack open and the beans are easily extracted, when they are ready for pressing.

Another company is organizing especially for the purpose of engaging in this industry. It has already made inquiries for obtaining machinery from the United States for the extraction of 10 tons of oil in a 10-hour day. At present propaganda is being distributed demonstrating the advantages of propagating the castor plant, the ease of planting, the rapid growth, and the large profits. Contracts are also being made with the farmers whereby the seed is given gratis, in return for which they bind themselves to sell to this company the whole yield for 50 pesetas per 100 kilos, net, f. o. b. Malaga or at any other point on the railway. This price is to continue during the European war, and at its termination a new agreement will be made between the contracting parties.

[The name of the two companies referred to can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103214.]

INDIA TO ENCOURAGE THE PLANTING OF AVARAM.

[Consul Lucien Memminger, Madras, Apr. 13.]

The Madras Government plans to encourage the systematic cultivation of avaram, the bark of which is said to be the best tanning agent for the production of soft and good leather by unskilled labor. Avaram grows only in southern India, and it is because the tanners of this region have available supplies of this excellent tanning material that South India hides have gained their present high position. A press communique on this subject recently issued by the Madras Government states:

The preeminence of the South India tanneries is due to the fact that the avaram bark is perhaps the best tanning agent for the production of soft and good leather by unskilled labor and is found only in South India. It is not due to the number of raw hides available, for most of the hides come from North India. Thus of the two raw materials required for tanning—the tanning agent and the hides—South India possesses the first but not the second, while North India possesses the second but not the first.

Tanneries in northern India have been working for the last year to discover a tanning mixture from indigenous materials which can turn out a leather as good as avaram-tanned leather. They have obtained exceedingly cheap mixtures, but so far nothing quite so good as avaram. They have, however, obtained surprisingly good results, and this makes it the more necessary that the normal price be much reduced. The normal price may be taken to be 22 rupees [\$7.15] per candy of 500 pounds, or about 100 rupees [\$32.45] per long ton, and the smallest excitement sends the price up to 150 or 200 rupees [\$48.65 or \$64.85] per ton, when it is the dearest tanning agent in the world. If, therefore, the Madras trade is to survive, the normal price of avaram should be reduced to about 10 to 15 rupees [\$3.25 to \$4.85] per candy.

This can only be done by planting avaram like coffee and tea instead of wandering after it over miles of country. Sown in furrows 3 feet apart it grows into a dense plantation which can be cut all the year round and should yield from 2 to 4 candies per acre. The plantation should cost very little to maintain as neither cattle nor goats will touch this shrub.

Collectors have therefore been instructed to take into favorable consideration applications for lands for growing avaram. The conditions will be as follows: No assessment will be charged for the first four years, after which full assessment will be charged. At least a quarter of the land should be planted up every year. The land may be taken over by the Government at any time without compensation if it is not kept under avaram. The district forest officers are collecting seed in many districts.

DEMAND FOR MOTOR BOATS IN BRITISH GUIANA.

[Consul George E. Chamberlain, Georgetown, June 12.]

A request has been received from an American firm for information as to the possibilities for the sale in British Guiana of motor boats and marine motors of the internal combustion type after the war.

Owing to the fact that British Guiana has a population of only about 313,000, the demand for motor boats and engines is somewhat limited. The largest motor boat in use here is equipped with a 120-horsepower engine, and including all sizes, excepting detachable motors, there are from 40 to 50 such boats in the colony. Future development will, no doubt, create more of a demand for such craft, but not to a greater extent than from 10 to 20 per annum, excluding detachable motors for which there is a fair demand.

There are no statistics available showing the imports of motor boats and marine engines, consequently the above is simply an estimate.

SAVING IN TIN PLATE EFFECTED BY GREAT BRITAIN.

[Commercial Attaché Philip B. Kennedy, London, May 21.]

Figures supplied by the British Foreign Office attest the great saving that is being effected in the use of tin plate for containers in Great Britain through the use of salvaged scrap. The Foreign Office's statement follows:

Biscuit tins. In 1913 the trade used 12,000 tons. This year they have had so far 515 tons. For the rest they have to use old tins or go without.

Boot polish, etc. In 1913 6,000 tons were used. This year none has been allotted to them so far. They have to work up scrap tin sent back from the front in France.

Tobacco. The trade wants about 16,000 tons a year. This year none has been allotted so far for civilian trade. They are living on old stocks.

Domestic tinware. For this 8,000 tons were used in 1913. At present they are only allotted 750 tons a quarter.

Paint, color, and varnish. In 1913 4,380 tons were used in this trade. So far this year they have received 400 tons.

Printing ink. In 1913 the trade used 237 tons. This year they have so far received 31 tons.

IMPORTS OF LUBRICANTS AND SOAPS INTO HANKOW.

[Consul General Edwin S. Cunningham, Hankow, China.]

Lubricants were imported into Hankow during the years 1913 to 1917 as follows: 1913, 285,969 gallons, valued at \$66,104, United States currency; 1914, 325,915 gallons, valued at \$63,241; 1915, 281,181 gallons, valued at \$51,235; 1916, 475,989 gallons, valued at \$99,016; and 1917, 409,118 gallons, valued at \$124,773.

Soaps were imported into Hankow as follows:

Kind.	1913		1915		1916		1917	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Bar.....pounds..	2,394,400	\$117,607	926,800	\$103,896	1,952,800	\$121,313	2,430,667	\$183,714
Soft.....do.....			31,733	1,042	31,333	2,269	33,200	3,017
Toilet and fancy, dozens.....	402,941	66,542		34,799		45,310		133,327

CHILEAN FLOUR FOR VENEZUELAN CONSUMPTION.

[Consul Homer Brett, La Guaira, Venezuela, June 10.]

A steamer that recently arrived from Colon brought 7,000 bags of Chilean flour for the Venezuelan market. This flour is said to be much superior in quality to that obtained from Colombia which, since American flour ceased to arrive, has been the only kind obtainable.

Notwithstanding the very long haul and the transfer and storage charges in Colon, the Chilean flour costs, duty paid, in La Guaira, 170 bolivars per sack, or a price equivalent to \$32.80 per barrel, while the price of the Colombian flour is equivalent to \$38.60. As both price and quality favor the Chilean product, those merchants who have large stocks of Colombian flour on hand are facing losses. This importation was effected by the Caracas branch of an American firm, which also has branches in Chile.

BRAZILIAN SUPERVISION OF OIL EXPORTS.

[Vice Consul Richard P. Momen, Rio de Janeiro, May 13.]

The board of directors of the Associação Commercial (Commercial Association) of Rio de Janeiro recently sent to the Minister of Agriculture, Industry, and Commerce a protest against the practice of selling various kinds of oils, some of which are said to be harmful to public health, and which are being marketed as "olive oil." In the light of the recent decree of the President of the Republic authorizing the supervision of food products for exportation, the Commercial Association suggests that as a means of protection against noxious substitutes every barrel of oil have clearly indicated upon it the kind and quality of the oil, the product from which it was extracted (that is, cotton seed, peanuts, etc.), and the name and address of the manufacturer.

The further suggestion is made that the analyses and instructions referring to food products for exportation be prepared after a careful study of the established requirements and restrictions of the countries of destination rather than those of the local Institute of Chemistry. In justification of this recommendation reference is made to the fact that exports of various Brazilian products to the United States, such as meat and cereals, are naturally restricted, because of the lack of compliance with the requirements of the American Government.

Other South American countries have already adopted such measures to avoid the restrictions or prohibitions of entry on their exported products in foreign markets.

INCREASED SUMATRA RUBBER SHIPMENTS.

[Consul Horace J. Dickinson, detailed as vice consul, at Batavia, Java.]

Exports of plantation rubber from Belawan, Deli (Sumatra), increased from 16,418,000 pounds for 1916 to 28,949,000 pounds in 1917. The countries of destination were as follows:

Countries.	1916	1917	Countries.	1916	1917
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
United States.....	8,340,000	20,126,000	Hongkong.....		13,200
Holland.....	28,000		Japan.....		41,800
Great Britain.....	5,638,000	5,416,400	Total.....	16,418,000	28,949,000
Canada.....	20,000	8,800			
Straits Settlements.....	2,394,000	3,333,000			

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1601 Customhouse.
 CHICAGO: 564 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 CHATTANOOGA: South American Agent, Southern Railway System.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery-----	27161	Leather-----	27156
Canned goods-----	27162	Machinery-----	27157
Cotton, raw-----	27159	Paper-----	27160
Electrical machinery and appliances-----	27164	Plywood-----	27163
Fertilizers-----	27161	Sheep shirts-----	27155
Hardware-----	27158	Ship chandlery-----	27158
Household machinery-----	27164	Sugar-factory supplies-----	27158

27155.*—A number of firms in Chile are desirous of purchasing sheep shirts, a cotton sack in which frozen mutton is exported. A sample of the shirt showing kind desired may be examined at the bureau or its district offices. (Refer to file No. 103297.) The annual consumption of such shirts by these firms is about 1,500,000. Correspondence may be in English.

27156.*—An agency is desired by a man in France for the sale of leather for shoes. Correspondence may be in English. Reference.

27157.*—An agent of an American firm, who is stationed in Jamaica, desires to purchase machinery for the manufacture of copra. Quotations should be made f. o. b. or c. i. f., or landed on firms' own docks at New York or New Orleans. Correspondence may be in English.

27158.*—A firm in the French West Indies desires to purchase and secure exclusive agencies for the sale of supplies for sugar factories, hardware of all kinds, and ship chandlery. Quotations should be made f. o. b. New York. Correspondence may be in English. References. A member of the firm will be in New York during July with whom interested firms may communicate.

27159.*—An agency is desired by a man in France for the sale of raw cotton. Quotations should be made f. o. b. port of shipment. Cash will be paid. Correspondence may be in English. Reference.

27160.*—A man in Switzerland wishes to purchase or secure an agency for the sale of all kinds of paper for writing, typewriting, printing, wrapping, etc. Payment will be made by cash against documents or agency terms. Correspondence may be in English, but French is preferred. References.

27161.*—A man in Italy wishes to buy agricultural machinery and appliances and chemical fertilizers. Credit will be opened in American banks for payment. Estimate of freight rates to Genoa should be given. Correspondence may be in English. References.

27162.*—An agency is desired by a man in France for the sale of canned goods of all kinds, such as vegetables, meat, fruits, etc. Correspondence may be in English. Reference.

27163.*—A man in Switzerland would like to secure an agency for the sale of plywood of mahogany, birch, etc., as used in the manufacture of furniture, motor cars, cabinet making, etc., thickness of from 3 to 10 millimeters. Payment will be made by cash against documents or agency terms. Correspondence may be in English. References.

27164.*—An electrical and mechanical engineer in France wishes to secure an agency for the sale of all electrical machinery and appliances, machinery for household use, washing machines, etc. Cash will be paid. Correspondence may be in English. Reference.

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CONTENTS.

	Page.		Page.
Frost in São Paulo destroys plantations.....	113	Italian measures limiting the consumption of wool.....	118
Partial shipments on export licenses.....	113	Action of Scottish cattle breeders.....	119
Grapefruit forecast on the Isle of Pines.....	114	Special college classes for discharged soldiers.....	120
Italy establishes new food ministry.....	114	Siam's new budget estimates.....	120
Municipally owned telephone system for Barranquilla.....	115	Teaching the Japanese language in Australia.....	121
Change of name of Bangkok firm.....	115	Demand for knit goods in Cuba.....	121
Last year's coffee production in Dutch India.....	116	Foreign tariffs.....	122
Stock-company registrations in India.....	116	Marine engines for canal barges.....	126
Canadian export embargo on rubber tires and leather.....	117	Proposals for Government supplies and construction.....	127
Activities of Norwegian mineral water companies.....	118	Foreign trade opportunities.....	128
		Offices of the Bureau of Foreign and Domestic Commerce.....	128

FROST IN SÃO PAULO DESTROYS PLANTATIONS.

[Cablegram from Consul Robert L. Kelsner, São Paulo, Brazil.]

Unusual freezing temperatures in São Paulo have ruined the young coffee plantations and reduced the production of old plantations to an estimated 50 per cent until 1921. Majority of plantations of sugar cane, castor beans, and fruits are destroyed.

PARTIAL SHIPMENTS ON EXPORT LICENSES.

The War Trade Board, in a new ruling (W. T. B. R. 162), directs the attention of shippers to the fact that the new procedure covering partial shipments on export licenses as announced in the Rules and Regulations of the War Trade Board No. 2, May, 1918, will be operative on and after July 10, 1918. This procedure was first announced as being effective June 1, but this date has been changed to July 10 as noted above.

Heretofore partial shipments from interior points, or at ports of exit where the license itself could not be readily presented, have been made by means of a special partial shipment certificate sworn to before a notary public or a certificate of transfer drawn by a collector of customs. The use of these forms, EAB-23 and WTB-176, will be discontinued and on and after July 10 partial shipments against export licenses may be made in the following manner, except in instances when the license itself can be presented at the port of exit:

The shipper will prepare a shipper's export declaration in quadruplicate and will indorse upon the back of the license in the space provided for the purpose the full details of the partial shipment he desires to make. He will then present the declaration (4 copies) and the license (with the partial shipment indorsement on the back) to any postmaster of the first or second class or to a collector of customs. The postmaster or collector to whom the papers are presented

will compare them and if they agree in fact that official will countersign and date the partial-shipment indorsement on the back of the license and will stamp all four copies of the shipper's export declaration with an official partial-shipment stamp and sign and place his seal on such stamp. He will then return the license and all four copies of the declaration to the shipper. The collector of customs at port of exit will allow the partial shipment to proceed upon presentation of the declaration so stamped, signed, and sealed.

Shippers located in cities where there are no collectors of customs, but where the post offices are of the first or second class, may communicate with their postmaster and ascertain at which post-office station, if more than one, and at which window this service will be rendered. The attention of shippers is called to the fact that postmasters in cities wherein are located collectors of customs will not exercise this authority. Shippers in such cities may apply to a collector of customs.

GRAPEFRUIT FORECAST ON THE ISLE OF PINES.

[Consular Agent George A. Makinson, Nueva Gerona, Isle of Pines, West Indies, June 25.]

The present grapefruit crop is extremely small, experienced forecasters estimating it at 40 per cent of the normal. Climatic conditions throughout the past few months have been favorable and the groves present a healthy appearance, but as early as last March it became apparent that the usual prolific bloom was lacking and that the yield would be far below the average.

The consensus of opinion is that the present unsatisfactory showing may be in large part directly attributed to the devastating effects of the hurricane of last September, which seriously loosened the trunks in the earth and in many cases severed the delicate end roots of the trees. The constantly increasing scarcity of potash fertilizer, coupled with the unprecedented rise in the price of same, have also had most serious effects upon the yield. In numerous instances grove owners of limited means have been obliged to sharply curtail their outlay for chemical nutriment and many small but nevertheless promising orchards have been completely abandoned for the same reason.

An inspection of the ripening fruit shows that it is of excellent quality and appearance, free from surface blemishes and rust mite. The fruit is now rapidly filling out, and it is expected that initial shipments will be made to northern markets about September 1, 1918.

ITALY ESTABLISHES NEW FOOD MINISTRY.

[Consul General David F. Wilber, Genoa, June 8.]

By a royal decree of June 3, 1918, a Ministry for the Supply and Consumption of Food was set up in Italy "for the duration of the war and for one year after the conclusion of peace." The new ministry will have charge of the supply (both domestic and foreign) and distribution of foodstuffs, to this end taking over the functions of the Commissary General and those of the Ministry of the Interior that relate to food.

MUNICIPALLY OWNED TELEPHONE SYSTEM FOR BARRANQUILLA.

[Vice Consul John A. Dunn, Barranquilla, Colombia, June 10.]

The municipal council of Barranquilla, Colombia, has just promulgated a decree by which it is proposed to form a joint-stock corporation to construct and operate a new telephone system in Barranquilla.

The telephone concession of the present operating company expired about three years ago, but the company is still operating. The service is antiquated and the system is operated far beyond its ordinary capacity.

Although previous efforts have been made to establish a new system, they fell through on account of opposition and adverse propaganda. The present project, however, is the first one proposed by the municipality itself and stands an excellent chance of being put through as the terms of subscription for stock are very reasonable.

The outstanding features of the present proposition are the following:

A stock company to be organized with a capital of \$100,000, Colombian currency (at present the Colombian dollar is worth \$1.18 American currency). divided into 10,000 shares of \$10 each, of which the municipality will subscribe 4,500 shares, or \$45,000, thus giving it control of the company. The stock will be paid for as follows: Twenty per cent initial payment, the balance to be paid in amounts to be determined by the board of directors, but in no case to be less than \$1 monthly. Ten per cent of the net profits will be placed to the reserve fund every six months. The loss of 50 per cent of the capital will result in automatic termination of the enterprise. No individual stockholder, except the municipality, may hold more than 150 shares. Fifteen years after commencing operations the municipality will have the right to buy up the total outstanding shares, paying their par value plus 10 per cent. If during this 15-year period the dividends do not amount to 12 per cent of the invested capital the municipality will pay, from the reserve fund, aside from the par value plus 10 per cent, the difference necessary to bring the total dividends up to 12 per cent annual. Any excess of dividends over 12 per cent annual, after deducting the 10 per cent net profit reserve, will belong to the municipality.

There are at present about 500 telephones in the city which pay a flat rate of \$1.50 per month.

CHANGE OF NAME OF BANGKOK FIRM.

[Vice Consul Carl C. Hansen, Bangkok, Siam.]

The Siam Forest Co. (Ltd.) has notified through the Bangkok press that, as from April 1, 1918, the company's name has been changed, and that the firm will henceforth do business under the name of the Anglo-Siam Corporation (Ltd.).

The nationality of this company is British, with head office in London. Extensive leases of Siam's teak forests are held by this firm, which also conducts an import and export business, and acts as agent for American shipping companies and represents several United States manufacturers.

LAST YEAR'S COFFEE PRODUCTION IN DUTCH EAST INDIES.

[Consul Horace J. Dickinson, detailed as vice consul, at Batavia, Java.]

The following figures give the production of coffee in Netherlands Indies for the years 1916 and 1917. The figures have been taken from the 1918 edition of Coffee Statistics of the Netherlands Indies, published by the firm of Gijselman & Steup and the N. V. Technisch Bureau Verhoop, both of Bavaria.

It will be noted that there has been a considerable decrease in production during 1917 as compared with 1916, particularly coffee grown on Government estates. Marked decreases are to be noted in the production of Java coffee on private estates. The production of robusta coffee increased in the larger producing districts, although the figures for the total production show a decrease of some 3,000,000 pounds in 1917 as compared with 1916.

Grade.	Private.		Government.		Total.	
	1916	1917	1916	1917	1916	1917
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Java.....	18,970,649	11,186,090	2,614,600	594,456	21,585,249	11,780,546
Liberia.....	5,472,504	4,638,512	162,658	33,320	5,635,160	4,669,832
Robusta.....	116,942,320	113,908,888	3,482,960	3,312,688	120,425,280	117,221,576
Total.....	141,385,464	129,733,400	6,260,216	3,940,464	147,645,680	133,671,403

STOCK-COMPANY REGISTRATIONS IN INDIA.

[Indian (Government) Trade Journal, May 17.]

Stock-company registrations in India for the fiscal year ended March 31, 1918, numbered 278, with an authorized capital of \$99,209,450, as against 184 companies with \$55,987,450 of authorized capital in 1916-17. The following statement shows the trend of registrations in recent years:

Fiscal year.	Number of companies.	Index No. ^a	Aggregate authorized capital.	Index No. ^a	Average capital per company.
1913-14.....	356	100	\$217,065,550	100	\$609,600
1914-15.....	112	31	14,378,900	7	128,475
1915-16.....	131	37	23,375,100	11	178,450
1916-17.....	184	52	55,987,450	26	304,325
1917-18.....	278	78	99,209,450	46	356,875

^a The pre-war year 1913-14 is taken as 100.

It will be seen that as compared with 1913-14 there was in 1914-15 a considerable falling off in the number and authorized capital of new companies registered, owing to (1) the stringent provisions of the Indian Companies Act which came into effect on April 1, 1914, some of the flotations of 1913-14, especially among the banking, insurance, navigation, and cotton-manufacturing companies, having been made in order to take advantage of the milder registration law then in force; (2) the banking crisis in 1913-14 followed by (3) the financial stringency due to war. Since 1914-15 there has been a steady increase both in the number of companies and in the aggre-

gate authorized capital as also in the average authorized capital per company, although the record of 1913-14 has not yet been reached.

Classification of New Undertakings.

The various classes of companies that were registered in British India and the Mysore State during the five years ending with 1917-18 are shown in the table which follows:

Classification of companies.	Number of companies registered.				
	1913-14	1914-15	1915-16	1916-17	1917-18
Banking, loan, and insurance:					
Banking and loan.....	80	12	17	25	45
Insurance.....	40	7	2	4	1
Trading:					
Navigation.....	5		1	1	2
Railways and tramways.....	6	4	8	2	3
Co-operative associations.....					2
Shipping, landing, and warehousing.....		2		1	1
Printing, publishing, and stationery.....	16	2	5	7	14
Other.....	105	51	46	55	98
Mills and presses:					
Cotton mills.....	12	4	3	6	4
Jute mills.....	3		3	7	2
Mills for wool, silk, hemp, etc.....	1				1
Cotton and jute screws and presses.....	5	1	3	1	5
Paper mills.....	2				1
Rice mills.....	4	2	4	1	2
Flour mills.....	3		1	2	
Saw and timber mills.....	1	1	1	1	1
Other.....	7	1	1	2	3
Tea and other plantine companies:					
Tea.....	23	7	10	34	37
Coffee and cinchona.....					1
Other.....	4	2	4	2	6
Mining and quarrying:					
Coal.....	7	6	9	16	19
Gold.....	2			1	
Other.....	6	2	7	6	9
Land and building:					
Breweries.....	4	1	4	3	5
Ice manufacturing.....		2			1
Sugar manufacturing.....	4				1
Other.....	2	1			
	5	4	2	7	14
Total.....	356	112	131	184	278

CANADIAN EXPORT EMBARGO ON RUBBER TIRES AND LEATHER.

Under an order in council of June 15, published in the Canada Gazette of the 29th, the exportation from Canada of leather, undressed and dressed, is prohibited to all destinations except under license issued by the commissioner of customs at the request of the War Trade Board. This order extends the former prohibition which applied only to leather suitable for war purposes. A notice regarding the export embargo on hides and skins was published in COMMERCE REPORTS for June 25.

The license requirement now applies to all exports from Canada of tires for motor cycles and motor vehicles and all other tires containing rubber, as stated in another order in council published on June 29. Under former regulations it was possible to export rubber tires for motor cycles and motor vehicles to the United States and to British countries without a license.

If you buy War-Savings Stamps, you also help your country.

ACTIVITIES OF NORWEGIAN MINERAL WATER COMPANIES.

[Vice Consul H. E. Carlson, Christiania, May 27.]

The A/S Norske Mineralkilder, which is the owner of "Farris," the Norwegian Royal radio-active table water, drawn from the King Haakon Spring at Larvik, Norway, has voted an increase of its capital stock. This mineral water has become popular since 1914, during which year the capital stock of the company was increased from 20,000 crowns (\$5,360) to 2,000,000 crowns (\$536,000). In 1915 the company built large works at the spring and changed the name of the water from "Salus" to "Farris," and began a selling campaign with a view of making the water a world product. The result was favorable, and in a few months further works were built with the most modern machinery and apparatus for an annual capacity of over 18,000,000 bottles.

At the annual meeting of the stockholders, on May 21, 1918, it was decided to increase the capital stock by 1,000,000 crowns (\$268,000), thus bringing it up to 3,000,000 crowns (\$804,000).

Erection of Modern Factory for the Production of Mineral Water.

The tendency toward combination of allied industries is also making itself felt in Norway. The latest development along this line is that of the recent purchase by the A/S St. Halvards Bryggeri and Nora Mineralvandfabrik of the Kristiania Bryggeri. The Kristiania Bryggeri controls (1) the Kristiania Bryggeris Mineralvandfabrik, (2) Foss Bryggeris Mineralvandfabrik, and (3) Kristiania Mineralvandfabrik M. Thiis. Up to the present the company has been engaged in the brewing of beer and also the manufacture of mineral water. It has now disposed of all its brewery interests and will devote itself exclusively to the manufacture of mineral water. Modern methods will be introduced and it will erect a modern factory for the production of mineral water and nonalcoholic drinks. The new company is to be known as the A/S Nora Fabrikker, and to be capitalized at 2,400,000 crowns (\$613,000).

ITALIAN MEASURES LIMITING THE CONSUMPTION OF WOOL.

[Consul General David F. Wilber, Genoa, May 28.]

The "Gazzetta Ufficiale" of May 20 contained a decree in regard to the consumption of wool. It provides that the combing mills can not work any lots of wool, either for their own account or for that of others, except those assigned to them by the military administration, without special authorization from the Ministry of Industry, Commerce, and Labor.

Spinning mills for combed yarns on the English system can work for only the State administrations. Spinning mills for combed yarns on the French system that have a production greater than the demands of the State administrations may put it into the open market in an amount not exceeding 30 per cent of the amount produced for the State.

The central committee for wool shall establish, when necessary, the maximum prices for such yarns and those for the relative woven goods.

The spinning mills for carded wool, in addition to the yarns needed for the manufactured goods destined for the military administration, are obliged to produce, on the basis of the tariffs for working estab-

lished by the central committee of the wool industry, yarns for State manufactures destined for the civil population within the limits of the mixtures which shall be furnished to them by the State. For any excess production the carding mills can not put into work any mixture without special authorization from the Ministry of Industry, Commerce, and Labor.

There shall be determined by a subsequent decree the types of the State manufactures for the civil population and rules shall be established for their production, for the fixing of prices, and for the distribution and sale to the public.

From August 1, 1918, until a new provision is made, it is provided that in the production of woolen woven goods of any kind whatsoever, with exception of what is established in the contracts for the military administration, there can not be employed more than 30 per cent of wool or subproducts for the carded type; more than 50 per cent of woolen yarn for the combed type; more than 50 per cent of woolen yarn (in all) for the combed carded type. Moreover, the following maximum weights, calculated on the finished cloth, must not be exceeded: Carded, 500 grams per square meter; combed, 350 grams per square meter; combed carded, 400 grams per square meter.

ACTION OF SCOTTISH CATTLE BREEDERS.

[Consul H. Abert Johnson, Dundee, June 12.]

The committee of Scottish shorthorn breeders appointed last February recently met at Perth to consider what further action, if any, should be taken in regard to the proposed new rules of the Shorthorn Society. The committee took up consideration of the three proposed new rules of the Council of the Shorthorn Society, submitted to members of the society for their opinion, and adopted the following resolutions thereanent:

The committee unanimously approves proposed new Rule A. to the effect that "the council shall not accept entries from any person who is not a member of the society, except under special circumstances."

In regard to proposed new Rule B, that "the date of birth and particulars of each calf shall be notified by the breeder or his representative to the society, on a form to be obtained from the secretary, which must be returned to him not later than the seventh day of the following month, otherwise the entry will not be accepted, except under exceptional circumstances," the committee, while strongly in favor of early registration, is of opinion that no system that may be devised will effectually prevent fraudulent entries; that the scheme proposed by the council may even protect those who make such entries; and it respectfully submits that Rule B should be reconsidered.

Proposed new Rule C is to the effect that "for the purpose of identifying his cattle each member shall mark, and keep them marked, with a distinguishing number, which shall be recorded in his private herd register and on the form sent to the society." The committee desires to express its full sympathy with what it understands to be the intention of the council in establishing a proper system of marking, which would have for its object protection against fraudulent or mistaken entries of stock, and is prepared to support a system of registration and identification that would remove reasonable grounds of suspicion that such frauds are being practised and permitted to pass unchecked; but it recognizes that the forming of an effective scheme of marking is beset with great difficulties—and it is certain that an absolutely perfect plan can not be formulated—and, while desirous of assisting the council in every way possible in devising some workable scheme of identification which would be easily interpreted and effectively carried out, it respectfully submits that until this has been discussed in all its bearings, and an agreed-upon plan evolved, it would be detrimental to the best interests of the shorthorn breeders to have the proposed Rule C put into operation.

SPECIAL COLLEGE CLASSES FOR DISCHARGED SOLDIERS.

[Consul Franklin D. Hale, Huddersfield, England, June 12.]

Forty discharged soldiers have taken up classes at the Huddersfield Technical College, provided for their benefit by the Ministry of Pensions. Special classes for discharged soldiers only are held in two subjects—boot making and repairing and electrical engineering; but discharged soldiers also attend as ordinary students classes in the engineering, textiles, and building trades courses. The Technical College has now been recognized by the Ministry of Pensions as a center for the special training of discharged men as chemists, in "bespoke" tailoring, and in commercial work, so that special classes in those subjects may shortly be commenced.

The men who attend the classes come from various parts of Yorkshire. In addition to their pension they receive a special maintenance allowance, which may be varied according to the number of the man's dependents, and in some cases railway fares are met by the Ministry of Pensions. All fees are paid by the Ministry.

There are two classes in boot making and repairing attended by over 20 students. The course is for 12 months, and the men receive a thorough training in all branches of the subject. Old army boots are employed for repair practice, and as soon as the student has attained sufficient skill he is able to supplement his pension by bringing any repairing work of his own, and he is charged only the cost of the leather which he uses. An application for a third class has been made, and it is possible that another will be formed shortly.

In the electrical engineering class the men are taught theory, and are given work in addition. The course begins at bell fitting and continues with wiring and switchboard work. The students are given actual wiring to accomplish and electrical fittings to arrange in various parts of the college.

The students suffer from various disabilities, but appear very happy in being sent back to school to gain some compensating proficiency.

SIAM'S NEW BUDGET ESTIMATES.

[Vice Consul Carl C. Hansen, Bangkok, Apr. 3.]

According to the Official Gazette the budget estimate of the revenue for the Kingdom of Siam for the fiscal year 1918-19 is 73,125,896 ticals (\$27,056,581), as compared with 68,700,000 ticals (\$25,419,000) for the previous year. The estimated ordinary expenditures are covered by the same figures as those for the revenue. For the extraordinary expenditures the sum of 18,011,935 ticals (\$6,664,416) is set aside, and of this amount 11,775,675 ticals (\$4,357,000) will be drawn from the treasury reserve, 5,384,500 ticals (\$1,992,265) from the loan funds, and 851,760 ticals (\$315,151) from the loan sinking fund.

Denmark has prohibited the use of barley meal by bakers and confectioners.

TEACHING THE JAPANESE LANGUAGE IN AUSTRALIA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 1.]

The following article from the Melbourne Age describes the plans of the New South Wales Department of Education for the teaching of Japanese:

The New South Wales Department of Education is introducing the teaching of Japanese in the secondary schools of the State and at the Sydney University. Although the two Japanese professors engaged in Japan by Prof. Murdoch, lecturer in Japanese history to the university, reached Sydney only a week or two ago, they are already busy with their Australian classes. At the high school, North Sydney, and the high school in Sydney itself, about 50 boys selected for the study of Japanese are tackling the rudiments of "the most difficult language in the world." Prof. Murdoch, who has been an interested spectator of the initial lessons, predicts for these lads—the majority of whom are not more than 13 years of age—remarkable progress. In fact, he says they have displayed even a greater aptitude for grasping their introductory lessons than he has observed during his 30 years' residence in Japan among many native-born Japanese boys. He says he hopes soon that the demand for a knowledge of Japanese among the youth of New South Wales will grow to such an extent that it will be necessary to import more Japanese teachers.

In the course of an interview Prof. Murdoch explained the reasons that actuated the New South Wales Government in introducing the study of Japanese into the ordinary secondary-school curriculum. Summarized, they are aimed entirely at the encouragement of commercial relations between Australia and Japan. "Japan," says Prof. Murdoch, "is our nearest neighbor. She has 60,000,000 very busy people. When one includes Taiwan and Chosen that means 20,000,000 more. A knowledge of her language will in the future be one of the biggest achievements of a young Australian and open up to him a career in the East, which will be not only lucrative to himself but of immense benefit from a commercial aspect to Australia and the whole British Empire."

DEMAND FOR KNIT GOODS IN CUBA.

[Consul Henry W. Wolcott, Santiago de Cuba, June 4.]

The statistics of the Treasury Department of Cuba do not separately classify knit goods, so it is not possible to give the quantity and value of the imports. There is, however, a large demand in this country for hosiery and knit goods in general of the cheaper grades and a moderate demand for the higher-priced goods. It is estimated that the total annual importations of silk hosiery into Cuba will not exceed \$30,000 in value.

Before the war the United States furnished but a relatively small proportion of the imports of knit goods into the country, but since 1915 by far the greater part of these importations have come from the United States. By close attention to the needs of the market it is believed that American exporters should be able to hold this trade advantage.

New firms entering this market can expect to make little progress, except through the efforts of well-qualified salesmen who will personally canvass the territory. Salesmen visiting this country should possess a thorough knowledge of the Spanish language.

[A list of the principal importers of dry goods in Santiago de Cuba can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 102802.]

"Thrive by Thrift, Buy War Saving Stamps."

FOREIGN TARIFFS.**CORSICA.****Increased Duties on Tobacco.**

The French Journal Officiel of May 8 announces an increase of 50 per cent in duties on tobacco imported into Corsica. By this decree leaf, stems, and tobacco waste pay 530 francs per 100 kilos (\$46.50 per 100 pounds), while cigars and cigarettes pay 900 francs per 100 kilos (\$78.96 per 100 pounds), and other manufactured tobacco pays 720 francs per 100 kilos (\$63.17 per 100 pounds).

Shipments proved to have been made directly to France prior to the publication of this decree will be allowed to receive the benefit of the former tariff, which was established by an order of June 21, 1917.

FRANCE.**Taxes on Alcohol and Beverages.**

Temporary increases in the internal taxes on alcohol and beverages were enacted by the law of February 22, 1918, and published in the Journal Officiel of February 23. December 31, 1918, is the limit fixed by the law for the duration of the increases. The new rates include the former internal taxes collected by the central government as well as the local or "octroi" taxes charged by certain cities on alcohol and beverages. The suppression of the octroi on these articles is one of the accompanying features of the law, but from the proceeds of the largely increased internal taxes the Government reimburses the municipalities for the loss of this revenue. Municipalities which did not maintain the octroi system will also receive a share of the returns after the final accounting is made. Proposals for the establishment of a State monopoly of the production of alcohol have been put forward at different times, and it is possible that the present measure is a step in the direction of State control.

The consumption tax on alcohol is charged for the remainder of the year at the rate of 600 francs per hectoliter of pure alcohol, an increase of 50 per cent over the former rate which was fixed by the law of June 30, 1916. Beverages containing alcohol are subject to proportional charges. The rate of 1 franc per degree per hectoliter on beer, charged as a manufacturing tax, represents an increase of 100 per cent over the former manufacturing tax. The old circulation tax of 1.60 francs on cider, perry, and mead becomes 2.50 francs under the new schedule, and for wines the new circulation tax is 5 francs per hectoliter, in place of the old rate of 3 francs. The latter rate was to apply to wines for ordinary consumption, while the new rate of 5 francs is not limited to wines of any particular class.

A new charge is that on fruits for the manufacture of cider and perry. Apples and pears, when shipped beyond the limits of the canton in which they were grown or when sent to cities of more than 4,000 inhabitants, are subject to a circulation tax which corresponds to that levied on cider and perry. Ten hectoliters of fruit are estimated to furnish three hectoliters of cider or perry, and on this content the same charge is made as on the finished product, viz, 2.50 francs per hectoliter. For dried fruits the estimated content is one hectoliter of liquid to 25 kilos of fruit. [Kilo, 2.2 pounds; franc, \$0.193; hectoliter, 26.4 gallons.]

Effect of New Taxes on Import Duties.

In addition to the duties specified in the import tariff, internal revenue taxes are paid by importers. In the case of beer, the manufacturing tax is included in the import duty, which is now increased to 17 francs per 100 kilos gross under the general tariff and 12 francs minimum tariff. The former duties were 15 and 10 francs, respectively. The circulation tax on wines, cider, and perry is paid at the higher rates at the time of importation. Imported spirits of all kinds as well as wines testing more than 12 degrees are affected by the increased charge on the alcohol content.

The advantages to be derived from the change in administration of the revenues and from the increased rates are a reduction of probably two-thirds in the cost of collecting the local taxes; the abolition of the burdensome octroi system (in so far as it affects beverages) which has long been recognized as a hindrance to commerce; the increase in the total amount to be received by the municipalities, and possibly a reduction in the consumption of alcohol.

[British Board of Trade Journal, May 25.]

Duty on Automobile Parts.

By a French decree of June 24, 1916, the customs duty on automobiles weighing less than 2,500 kilos imported into France was increased to 70 per cent ad valorem. A decree dated March 30, 1918, and published in the Journal Officiel for April 10, provides that a duty of 70 per cent ad valorem shall likewise be levied on detached parts of automobiles, except in the case of parts for automobiles weighing 2,500 kilos or more, on which the duty is to remain unchanged. These provisions are applicable also in Algeria.

According to the preamble to this decree the new duty will be levied on the parts in question whether they are destined for the construction, repair, or maintenance of automobiles.

[COMMERCE REPORTS for June 30, 1916, gave notice of the increased duty on automobiles weighing over 2,500 kilos (kilo=2.2046 pounds).]

Rules for Marking Condensed Milk.

The French Ministry of Agriculture has issued regulations for the marking of canned milk dated May 21 and published in the Journal Officiel of May 23. The regulations become operative four months after the date of publication, in so far as they affect goods previously manufactured. The chief requirements of the new rules are quoted in full.

(ART. 1.) Every container of condensed milk put on sale or sold must be provided with a label stating without abbreviations and in distinct characters the nature of the product, indicated, according to the particular case, by one of the following phrases: "Condensed milk" (Lait condensé); "Sweetened condensed milk" (Lait condensé sucré); "Condensed skimmed milk" (Lait écrémé condensé); "Condensed skimmed milk, sweetened" (Lait écrémé sucré condensé).

The quantity must be expressed in grams and represent the net weight of the goods. The degree of concentration must be indicated in the following form: "By adding to the contents of this can ----- boiled water, ----- liter of normal milk is obtained." (En ajoutant au contenu de cette boîte ----- d'eau bouillie, on obtient ----- litre de lait normal). In place of "normal milk" (lait normal) any one of the following may be substituted, according to the product: "normal milk sweetened with ----- grams per liter" (lait normal sucré à ----- gr. par litre); "skimmed milk" (lait écrémé); "skimmed milk sweetened with ----- grams per liter" (lait écrémé sucré à ----- gr. par litre).

----- gr. par litre). In the case of sweetened milk this declaration may be followed by the words—"for use, add ----- boiled water" (pour l'usage, ajouter ----- d'eau bouillie).

The date of manufacture must be shown by the year and month in which the container was filled. The firm name of the manufacturer and the address of the factory must be shown.

(ART. 2.) All the required marking on the label must be in the French language. In the case of condensed skimmed milk, sweetened or not, the label must include also the words "not to be given to young children or to sick persons" (à ne pas donner aux jeunes enfants ou aux malades). The type must be clear and conspicuous and the label is not to contain any wording or statements other than those specified above.

(ART. 3.) It is forbidden to keep in stock for future sale, to put on sale or to sell condensed milk more than a year after the date of its manufacture.

The Minister of Agriculture, in recommending the adoption of these rules, called attention to the prevailing tendency to hold stocks of condensed milk in anticipation of future shortage and higher prices. The immediate need of the product for present consumption and the danger of its being put on sale after deterioration had begun called for strict measures of regulation. Because of the great difference in food value between whole milk and skimmed milk, it was necessary that purchasers should be protected against mistaking one for the other and be clearly informed as to the nature of the product.

GOLD COAST COLONY.

[Schedule forwarded by Consul Harry A. McBride, London, England, May 13.]

Increased Customs Duties on Spirits.

Moderate increases in the duties on spirits imported into the Gold Coast colony are provided for by the Amendment Ordinance of 1917. In the table which follows the new duties are shown together with those formerly in effect. [Imperial gallon, 1.2009 U. S. gallons; shilling, \$0.243; penny, \$0.0203.]

Articles.	Unit.	Rate of duty.	
		New.	Old.
On brandy, whisky, gin, rum, liqueurs, and miscellaneous spirits or strong waters, not being sweetened or mixed with any article so that the degree or strength can not be ascertained by Traill's alcoholometer, of the strength of 50 degrees per cent of pure alcohol by such alcoholometer.	Per imperial gallon or part thereof.	<i>s. d.</i> 8 6	<i>s. d.</i> 7 6
And if of greater strength, for each degree or part of a degree over 50 degrees per cent by such alcoholometer, an additional duty.	.....do.....	0 2½	0 2½
And if of less strength, for every degree below a strength of 50 degrees per cent by such alcoholometer, a reduction of duty.	.....do.....	0 1½	0 1½
Provided always that the duty shall in no case be less than 7s. 6d. per imperial gallon or part thereof. (6s. 6d. was the former minimum rate of duty.) •			
On alcoholic bitters, gin, and liqueurs being sweetened or mixed with any article so that the degree of strength can not be ascertained as aforesaid.	.....do.....	7 3	6 3
On brandy, rum, and miscellaneous spirits or strong waters being sweetened or mixed with any article so that the degree of strength can not be ascertained as aforesaid.	.....do.....	16 0	15 0

NEWFOUNDLAND.

[Consul James S. Benedict, St. John's, May 22.]

Customs and Excise Duties and Stamp Taxes.

The revenue raising measures proposed by the Minister of Finance and Customs in his budget speech of May 11 (COMMERCE REPORTS

for June 6) are now in operation. The adoption of export duties inaugurates a new policy, as none have been levied in the colony hitherto. According to an unofficial estimate of the revenue to be derived from the duties on products of the fisheries the amount is placed at about \$425,000. The rates stated herein are taken from a table of the new duties furnished by the Deputy Minister of Customs. The schedule of import duties follows:

Articles. ^a	Rate of duty.	
	New.	Old.
Manufactured tobacco.....per pound	\$0.40	\$0.38
Leaf, stripped or partly manufactured.....do.	.42	.40
Leaf and stems.....do.	.42	.40
Cigars.....do.	2.00	1.00
Cigarettes..... <i>(plus ad valorem)</i>	15%	15%
Leather, viz, all other upper leathers ^b (not included in other tariff items) and japanned, patent, or enameled leather.....ad valorem	30%	20%

^a A surtax of 10 per cent of the duty is charged on all imports into Newfoundland.

^b Glove-grain, boot-grain, oil-grain, buff, split, imitation goat, polished pebble, and waxed calf leather and all undressed leather are covered by other tariff items.

The addition of 2 cents per pound brings the excise duty on tobacco to 34 cents. With an increase of \$1.25 per pound the excise on cigarettes becomes \$3.25, while for cigars the present rate per pound is \$1.50 instead of \$0.50 as formerly.

Export Duties.

Articles. ^a	Rate of duty.
Cod, haddock, hake, ling, pollock, and halibut, fresh or dried or otherwise preserved, per quintal (112 lbs.).....	\$0.20
Herring, trout, and turbot.....per barrel..	.20
Salmon.....per 100 pounds..	.10
Salmon, canned.....per case..	.50
Lobsters.....do.	.50
Fish oils, viz, cod, cod liver, seal, whale, and other fish oils.....per gallon..	.02
Sealskins.....each..	.20

^a No surtax is levied on export duties. The charges will be collected and accounted for on the export entries.

Stamp Taxes.

Amendments to the Stamp Duties Act institute increases in these duties which will provide further additions to the revenue. The new rates in detail are as follows: On customs entries of all kinds, \$0.20; on telegraphic messages (other than service messages) transmitted between places within the colony, \$0.05; on telegraphic messages (other than service messages) sent from the colony to places abroad, \$0.10.

Duties on customs forms and telegraphic messages will be collected by stamps placed on the entries by the person presenting them, and on the telegraphic messages by the senders.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

MARINE ENGINES FOR CANAL BARGES.

[Consul E. Haldeman Dennison, Birmingham, England, June 11.]

An inquiry has been received from an American firm as to the probable future demand for motor boats, marine engines, equipment, and accessories, for both commercial and pleasure purposes in the Birmingham district.

Motor boats for pleasure purposes are not used in this district, as there is no body of water sufficiently large for such a purpose. There will undoubtedly be an opportunity, however, for the sale of marine engines after the war, provided American manufacturers can successfully compete with those of local manufacture. The field would be confined to engines for canal barges, Birmingham being the center of a network of canals on which many of the boats have already been equipped with motor engines. A great deal of interest is at present being manifested in the development of these canals by widening and deepening them and in modernizing the transport system. Excellent motor engines are made locally and a detachable motor for canal boat haulage is also now being produced and installed on these boats. One large local coal firm has many of its canal boats fitted with a channel bed frame on the top of the cabin to take a 16 to 20 horsepower motor, with a 4-inch bore and 6-inch stroke; dual Kingston carburetor for gasoline or petroleum, and fitted with an engine-starting motor and dynamo. It has been stated that these outfits can be installed on any standard barge in about half an hour.

The canals are owned by companies that are not usually concerned in the working of the boats on them; their receipts are drawn from the use of the canals, and not from the transport of the goods. Ninety per cent of the goods carried on the canals of this country are transported by companies acting as carriers, who own the barges and pay the canal companies for the use of the canals. The business of inland water carriage is in a great many hands, as in addition to the few large firms of carriers there are hundreds of small firms, by-traders as they are called, who own only one or two boats.

Proposed Canal Improvements.

Since the outbreak of the war the whole canal system of the country has been taken over by the Government. Proposals to improve the canals have recently received a considerable amount of attention. The Government is believed to favor nationalization and a policy of widening and extension to bring the inland waterways up to the same standard of efficiency as those on the Continent. It has been suggested that this scheme be made one of the prominent items in the work of reconstruction immediately after the war. The proposal is that the passage of barges up to 100 tons capacity should be made universally possible. On the other hand, it is argued by some that even if the canals were made suitable for heavier craft and mechanical propulsion adopted, canal transport can never compete with transportation by railway or road.

Just how far the substitution of motor for horse traction will develop it is difficult at the moment to forecast. The number of barges that can pass through any given lock is limited and any increase in the speed of a barge beyond, say, five miles an hour is said to be quite impracticable.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Fuel oil, No. 5306.—Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until July 31, 1918, for furnishing by steamer, free of all charges, approximately 400,000 barrels of fuel oil, delivered at Cristobal (Atlantic port), and approximately 700,000 barrels of fuel oil, delivered at Balboa (Pacific port), Canal Zone, Isthmus of Panama. Circular No. 1223.

Hospital supplies, No. 5307.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until July 17, 1918, for furnishing and delivering copper autoclaves, sets of balance lights, laboratory balances, balance weights, balance covers of rubber sheeting, foot-power blowers, burette supports, alcohol burners, gas burners, gasoline blast burners, carborundum stones, clamps, emery paper, filter pumps, microtome knives, oilstones, etc. Circular No. 834.

Coal, No. 5308.—Sealed proposals will be received by the Lighthouse Superintendent, New Orleans, La., until July 15, 1918, for bituminous coal delivered in vessels' bunkers at Mobile, Ala.

Panama Canal supplies, No. 5309.—Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until July 24, 1918, for furnishing by steamer, free of all charges, on dock at either Cristobal (Atlantic port) or Balboa (Pacific port), Canal Zone, Isthmus of Panama, the following articles: Sheet copper, street lamps, fuses, batteries, outlet boxes, condulets, reflectors, sockets, switches, fans, copper wire, wire rope cable and clips, platform scales, hammer handles, screws, copper tacks, padlocks, rim locks, vulcanizing material, burlap, paper, pencils, bicarbonate of soda, paint dryer, white zinc, and zinc oxide. Circular No. 1222.

Buoy bodies, No. 5310.—Sealed proposals will be received by the superintendent, Third Lighthouse District, Tompkinsville, N. Y., until July 22, 1918, for nine type "L" acetylene buoy bodies.

Soap, No. 5311.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 19, 1918, for delivery in equal quantities each month from July to December, 1918, common soap, washing, and scouring soap. Bids should quote prices f. o. b. cars or f. a. s. wharf in the city in which the contractor's works are located.

Repair of vessel, No. 5312.—Sealed proposals will be received by the superintendent, Third Lighthouse District, Tompkinsville, N. Y., until July 15, 1918, for docking and repairing Bartlett Reef Light vessel.

Navy Department supplies, No. 5313.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., and bidders desiring to submit proposals should give schedule numbers for furnishing the following: Schedule 1866, high-pressure insulating blocks, magnesite blocks, magnesite plastic cement, magnesite pipe covering, fiber asbestos felting, asbestos millboard, wick or rope asbestos packing, asbestos paper, and asbestos plaster; schedule 1867, red and white oak; schedule 1868, first and seconds live basswood, firsts and seconds butternut, firsts and seconds cherry, lignum-vitæ, firsts and seconds No. 1 common hard maple, hickory poles, juniper poles, and selects firsts and seconds poplar; schedule 1869, white ash; schedule 1870, cross switch track ties; schedule 1871, New England white pine; schedule 1872, northern white pine; schedule 1873, Port Orford southern selects juniper and white cedar and cypress; schedule 1874, redwood ties and shingles; schedule 1875, iron bark for dry dock blocks and fenders on tugs, sugar pine, and California white pine; schedule 1876, beech, birch, or maple or mixed; schedule 1877, Californian oak or laurel, tamarack, oak fitches, hackmatack knees; schedule 1878, spar and spruce poles with the bark peeled off, and southern and New England spruce; and schedule 1879, box and crate lumber.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery-----	27167, 27169	Cotton and cotton goods-----	27169, 27173
Automobiles-----	27169	Hardware-----	27170
Building and contractors' supplies-----	27170	Hosiery-----	27173
Cigarettes-----	27171	Machinery-----	27168
Canned goods-----	27172	Padlocks-----	27166
Condensed milk and cream-----	27172	Savings banks-----	27165

27165.†—A banking corporation in China wishes to be placed in communication with American manufacturers and exporters of small home savings banks. Catalogues are desired.

27166.†—A business man in France wishes to be placed in touch with American manufacturers and exporters of padlocks with a view of representing them in Europe. He has been doing business in the United States by opening credit through a bank for amount of the order as soon as goods are ready for forwarding, payment being made against delivery of goods or against documents. The branch of an American express company in his city will serve as medium for opening of credit, payment of goods, and forwarding of same, if desired. Other lines of goods will also be considered.

27167.*—A man in France desires to represent American manufacturers and exporters of agricultural machinery. Correspondence should be in French. Reference.

27168.*—A company in Jamaica wishes to purchase machinery for the manufacture of copra and coconut oil. Quotations should be made f. o. b. New York or New Orleans. Cash will be paid. Correspondence may be in English. Reference.

27169.†—The representative of a Russian firm who is at present in the United States desires to represent American manufacturers and exporters for the sale of cotton and cotton goods, agricultural machines, automobiles, etc., in Russian markets when conditions get more settled.

27170.†—A firm in Mexico desires to purchase a general line of shelf and heavy hardware and builders' and contractors' supplies. Payment will be made by confirmed credit in New York. Correspondence may be directed to representative of the firm who will be in New York until about July 15, 1918. References.

27171.†—A man in the Netherlands wishes to purchase medium and high-grade cigarettes. Correspondence may be in English. References.

27172.*—A business man in France wishes to buy canned and salted meats, ham, bacon, pig fat, preserved fish, condensed milk, canned milk and cream, and all such canned and alimentary products. Fifty per cent of order will be paid in the United States and balance in France. Correspondence should be in French. Reference.

27173.*—An agency is desired by a man in France for the sale of hosiery and cotton tissues of all kinds. Reference. Correspondence may be in English.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Ibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Insals Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 CHATTANOOGA: South American Agent, Southern Railway System.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

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No. 161

Washington, D. C., Thursday, July 11

1918

CONTENTS.

	Page.		Page.
Import prohibitions in Barbados	129	Exports of tea oil from Hankow	134
Cacao (cocoa beans) on the list of restricted imports	129	Formation of French commercial bureau in London	134
Graphite crucibles placed on list of restricted imports	130	Crop report for United Kingdom	135
Proposed regulation of potash mines in Spain	130	Shipment of samples to Argentina by parcel post	137
Plans of new Australian Commerce Department	131	Recent research work of bureau	137
Present Swedish industrial situation	132	Norwegian demand for tanning material	138
Government publications for sale	133	Foreign tariffs	140
Siam's currency notes	133	Canadian Government railway improvements	143
		Foreign trade opportunities	144

IMPORT PROHIBITIONS IN BARBADOS.

[British Board of Trade Journal, June 13.]

Under an order of April 4, the importation of the following articles into the island is prohibited: Motor cars; doors, sashes, and blinds; furniture (house, office, cabinet, or store); pianos and organs; trunks, valises, traveling and tool bags, and baskets of all kinds; pleasure vehicles; toys and games.

[The list of goods prohibited from importation in the Windward Islands (Grenada, St. Vincent and St. Lucia) beginning July 19, was published in **COMMERCE REPORTS** for July 9.]

CACAO (COCOA BEANS) ON THE LIST OF RESTRICTED IMPORTS.

Cacao (cocoa beans) has been placed by the War Trade Board upon the list of restricted imports (as announced in a new ruling W. T. B. R. 163). The importation of an amount not to exceed 30,000 tons during the remainder of the calendar year will be permitted. Out of the amount so licensed, the requirements of the Army and Navy will be met in full, and the remainder will be allocated by the Bureau of Imports of the War Trade Board. In addition, shipments from Mexico may be licensed when brought forward by other than ocean transportation.

To effect this regulation, all outstanding licenses for the importation of cacao (cocoa beans) have been revoked as to ocean shipments after July 20, 1918.

An investigation of cocoa stocks in this country, conducted by the War Trade Board as a preliminary to this regulation of imports, showed stocks on hand sufficient, together with the 30,000 tons of permitted imports, to last until June, 1919, so that the restriction will not interfere with the normal consumption of cacao in this country.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

GRAPHITE CRUCIBLES PLACED ON LIST OF RESTRICTED IMPORTS.

The War Trade Board have, by a new ruling (W. T. B. R. 164), placed graphite crucibles upon the list of restricted imports. All outstanding licenses for the importation of graphite crucibles have been revoked as to ocean shipments after July 15, 1918, and no licenses for the importation of this commodity for shipment after that date will be granted for the rest of the calendar year.

Imports of graphite are already prohibited, the result of this restriction having been to develop an adequate supply of graphite within the country. The action of the War Trade Board in restricting the importation of graphite crucibles is complementary to the restriction upon the importation of graphite.

PROPOSED REGULATION OF POTASH MINES IN SPAIN.

[Vice Consul Ernest E. Evans, Madrid, May 20.]

The Gaceta de Madrid for May 2 contains the text of a projected law regulating the production and sale of potash salts in Spain. The main provisions of this law are:

All concessions granted for the development and sale of potash salts, as well as any other minerals used in the manufacture of fertilizers and related products, shall be subject to Government control. The grantees shall work these concessions uninterruptedly, either for investigation or for exploitation.

The State shall fix the maximum and minimum annual output of each mine, regulating annually the maximum price for the home market and the minimum price for export.

The concessions shall be subject to the payment of the mining tax as well as to that of the law of surface area. By special arrangement between State and grantees a participation of the former in the profits derived from operation of the mines may be substituted for the payment of the said taxes.

The period of time to be devoted to the study and development of the deposits (varying between two and five years) shall be specified in the title, said period not to be prorogued or considered as having expired except at the petition of the interested parties. At the expiration of the period, the grantees shall submit to the chief engineer of the district a report of the deposit, together with a review of the proposed plan of operation.

Suspension of Operation—Powers of the Government.

Temporary suspension of operations will be justified only by:

- (1) Force majeure.
- (2) An economic crisis affecting consumption of output of the mine.
- (3) Operation of the mine at a loss when net value of output will not cover cost of operation.
- (4) Authorization by the State to holder of several concessions to draw the total output from one or several of the mines, leaving the others inactive.

The State shall enjoy a share in the syndicate of owners of deposits of potassium salts and shall have a voice in its administration, contributing to the work of investigation and exploitation of the de-

posits. Likewise the State shall have a voice in the manufacture of fertilizers and shall regulate the production and sale of same. In case of international conflict which shall seriously affect the agricultural industry, the State shall have power to take over the deposits for as long a period as shall be deemed necessary.

An office regulating the development, manufacture, and sale of potassium salts shall be established under the Ministerio de Fomento when the mines shall exceed an annual production of 50,000 tons.

The State is further empowered, as discoverer, to reserve to itself deposits of all minerals the production of which is considered of national importance, especially those necessary to agriculture, provided that they are open to prospecting.

Provision is made for the authorization of 800,000 pesetas (roughly \$160,000) for the exploration and survey of deposits in territories reserved by the State in the Provinces of Barcelona and Lérida and those under the supervision of the Geological Institute.

PLANS OF NEW AUSTRALIAN COMMERCE DEPARTMENT.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 1.]

The Australian Department of Commerce and Industry and the Science and Industry Bureau, involving an anticipated expenditure during the first year of £22,500 (\$109,500), have made a start by the appointment of the principal executive officers. The director of Commerce and Industry receives a salary of £1,500 (\$7,300) per annum, and there have yet to be joined with him expert representatives of primary and secondary industries. In addition the department will be assisted by various subcommittees, which will make recommendations as to the best means of encouraging production and the subsequent sale of goods and products not only in Australia but in other parts of the world.

For this purpose trade representatives are to be appointed in various over-sea countries and through them the aim of the department will be to open up markets not hitherto explored so far as Australian goods and products are concerned. This department will also be the authority to which all proposals for legislative and other action necessary for the welfare of the industries will be submitted for Government approval and generally, in conjunction with the association of committees, it will shape a policy for expanding trade, improving methods, and establishing new industries. When legislative or financial assistance is required in any industry, it will make such recommendations to the Government as it deems necessary.

The Director of the Bureau of Science and Industry receives a salary of £1,250 (\$6,100), and this branch is being formed into a permanent institute to take the place of the advisory council that recently concluded its labors. The object of the Government in creating this institute is to initiate an extensive scheme of scientific research in connection with, or for the promotion of, primary or secondary industries in the Commonwealth.

It is understood that the complete organization of the commerce and science staffs is now receiving the attention of the directors.

If you buy War-Savings Stamps, you also help your country.

PRESENT SWEDISH INDUSTRIAL SITUATION.

[Commercial Attaché Norman L. Anderson, Copenhagen, Denmark, May 11.]

At the national Swedish industrial meeting held in Stockholm April 22-27, Mr. K. J. Breskow, chief of the State Industrial Commission, in a speech gave the following résumé of the present status of the various Swedish industries:

There is hardly any danger of a material reduction in the production of our iron mines. In the Swedish iron and steel industry such slowing up as has been necessary has not been due to a shortage of raw materials; it is rather the decreased domestic demand, the broken-off exports, and similar causes that have had an unfavorable effect. Prices of iron manufactures are steadily declining.

As to the "engine" industries (including shipyards)—In November, 1917, 90 shops and 10 yards had, in all, about 26,000 men, as against 19,000 in 1913, and were making goods to the value of 16,500,000 crowns [\$4,422,000 at normal exchange] per month, as against 6,500,000 crowns [\$1,742,000] in 1913. With the exception of the shipyards, which have work for a long time ahead, the situation now is not quite so favorable. The demand has decreased. Great difficulties are encountered on account of shortage of certain metals, especially copper, tin, and aluminum. In the metal industries one must also be prepared for some diminishing of work.

Building Materials—Pulp and Paper—Food Products.

The cement factories of the country produced only about three-fourths of their output of 1913 owing to the difficulty of obtaining coal.

On account of lack of coal and decreasing demand the building-tile industry is producing not quite three-fourths of the output of 1913. The manufacture of burned tile has increased as against 1913 and employs about 1,500 men. The coal mines have increased their production from 360,000 tons to 440,000 tons. The lime pits are working at full capacity and will probably continue to do so. The peat industry will probably in the summer of 1918 employ 6,000 laborers as against 3,400 in 1913. The glass industry, employing about 4,500 workmen, depends mainly upon the import of sulphate.

The stone industry is in a bad state, the 12,000 laborers normally so employed having to a great extent gone to other work.

The timber industry employed in 1913, in sawmills and planing mills, 44,000 workmen. The value of their output was about 216,000,000 crowns (\$57,888,000). Last year their production was only 60 to 70 per cent of normal years, but the number of laborers will hardly be materially reduced.

Carpenters and cabinetmakers are still fully employed.

The sulphite industry, which before the war produced 700,000 tons, produced in 1917 only 555,000 tons. The sulphate cellulose industry has during the war increased its production from 150,000 tons to 230,000 tons.

The paper industry is among those that have profited most by the war. In all branches the work is going on as before.

In the food-products industry the shortage of food has greatly limited the work and caused much unemployment.

Textiles, Leather, Chemicals, and Oils.

The cotton-textile industry has had to stop work to a great extent. Some stock is left, however, and the manufacture of paper cloth may be commenced in these factories.

In the wool-textile industry it has been possible to give the factories work and profit by a free mixture of cotton and other products.

In the linen industry sufficient raw materials have so far been obtainable, and the works are running at full speed.

The tanneries, which have to rely exclusively on Swedish raw materials, employ about the same number of laborers as in 1913. The shoe industry is on about half ration; about 80 per cent of the laborers in 1913, or 7,500, are still working. The rubber factories are making various war-time articles.

The shortage of fats has reduced the production of soap and candles to about one-eighth that in normal times.

The superphosphate factories are lacking raw phosphates and have had to partially close down.

In 1913 the match factories employed about 10,000 laborers and now about 12,000. In 1913 the production was valued at about 19,000,000 crowns (\$5,002,600) and now about 70,000,000 crowns (\$18,760,000).

A factory is being built for making good cylinder oil from Swedish raw material. The fuel oil and petroleum question is not quite as favorable. The linseed-oil question is quite dark, though it has certain future prospects. There is a marked shortage of coal tar.

Great difficulties are encountered in such industries as are based on raw materials from over-sea countries. A catastrophe in this respect is, however, probably still a long way off. To make the most of the situation it is necessary that there should be an intimate cooperation between the State and the industries. The State will probably continue the regulation of imports for some time after the war, partly to properly distribute the imported goods and partly to regulate the prices.

GOVERNMENT PUBLICATIONS FOR SALE.

A number of publications were received in stock for sale by the Superintendent of Documents at Washington during the week ended July 6, among which were the following:

Paper, Paper Products, and Printing Machinery in Argentina, Uruguay, and Paraguay (Special Agents Series 163, Bureau of Foreign and Domestic Commerce).—Covers foreign trade, public conditions, tariffs, and other matters in connection with the trade in the countries mentioned. Price, 20 cents.

Agricultural Implements and Machinery in Australia and New Zealand (Special Agents Series 166, Bureau of Foreign and Domestic Commerce).—Embraces economic conditions, agricultural conditions, foreign trade, railway development, effect of the war, crops, markets for particular lines of equipment, etc. Price, 20 cents.

Tests of Large Bridge Columns (Standards Bureau Technical Paper 101).—Gives a description of the testing machinery, process, and scope of investigation and general description of the results of the tests. Price, 30 cents.

Linen, Jute, and Hemp Industries in the United Kingdom, with notes on the growing and manufacture of Jute in India (Special Agents Series 74, reprint).—Covers the linen industry in Ireland and Scotland, the jute industry in Scotland, and the hemp industry in the United Kingdom. Price, 25 cents.

The Tariff Act of October 3, 1913, on imports into the United States, with index, commonly called the Underwood Tariff, reprint.—Gives customs tariff on all cases of commodities imported into the United States. Price, 10 cents.

SIAM'S CURRENCY NOTES.

[Vice Consul Carl C. Hansen, Bangkok, Apr. 19.]

According to an official announcement the value of Siamese Government currency notes in circulation on March 31, 1918, was 59,664,755 ticals (\$22,075,959). As compared with the value in circulation at the end of February this was an increase of 1,690,030 ticals (\$625,311). The reserves held against these notes were distributed as follows: 18,371,327 ticals (\$6,797,391) was retained in silver at the Government treasury, 1,742,000 ticals (\$644,540) were invested in Indian standing stock, 2,691,388 (\$995,814) in British war bonds, 1,510,810 (\$559,000) in Siamese stock, 2,141,750 (\$792,448) in Japanese stock, 928,479 (\$343,537) in Chinese, and 1,079,000 (\$399,230) in Egyptian; and 18,200,000 ticals (\$6,734,000) was on fixed deposit in the Hongkong Bank in London, 2,600,000 (\$962,000) in the Chartered Bank, 1,300,000 (\$481,000) in Lloyd's Bank, and 9,100,000 (\$3,367,000) in the National Provincial Bank, London.

"Thrive by Thrift, Buy War Saving Stamps."

EXPORTS OF TEA OIL FROM HANKOW.

[Consul General Edwin S. Cunningham, Hankow, China, May 3.]

The exports of tea oil from Hankow decreased considerably during 1917 compared with the preceding four years, as shown by the following figures: 1913, 895,400 pounds, valued at \$55,082; 1914, 2,381,000 pounds, \$111,481; 1915, 1,917,500 pounds, \$68,907; 1916, 1,372,800 pounds, \$63,961; and 1917, 712,133 pounds, \$44,236.

Mr. E. H. Wilson's "A Naturalist in Western China" states that—

The product known as tea oil is not produced by the tea plant, but is expressed from the seeds of *thea sasanqua*, known as the "ch'a-yu kuo-tzu," a relative of the true tea plant, from which it may be readily distinguished by its hairy shoots. It is a shrub, common as a wild plant in the sandstone ravines of north central Szechuan. In parts of eastern China it is abundantly cultivated for the sake of its oil, but in the west I only met with plantations in the district of An Hsien. It is, however, reported as being cultivated in the Department of Kiung Chou and elsewhere. The oil is used to adulterate cabbage oil, and by Chinese ladies as a dressing for their hair. The refuse cake is valued as a fertilizer, and when applied to rice fields is said to destroy the earth worms, which often attack the young rice plants.

Quantity Available and Prices.

Tea oil is chiefly produced in Hupeh and Hunan Provinces, and it is said that it is offered on this market to the quantity of about 20,000 piculs (1 picul=133½ pounds) per annum. The quotation at the time of writing is from 15 to 16 taels (about \$15 to \$16 gold) per picul (133½ pounds), and varies from time to time according to the demand. It must be remembered, however, that the present high rate of exchange increases the cost when reckoned in gold, as the normal value of a tael would be about 75 cents, while to-day it is \$1.10.

From a very reliable authority it is ascertained that about 2,000 piculs may be obtained at present. The oil is placed in cask containers for export; each cask contains 280 catties (1 catty=1.3 pounds). The cask costs about 4 taels (\$4 gold), and to the above cost must be added the packing, coolie hire, and the export duty. It is stated that there is but one grade, but because some of the oil is not properly settled and drawn off it contains dirt, which naturally reduces the value of the oil.

FORMATION OF FRENCH COMMERCIAL BUREAU IN LONDON.

[British (Government) Board of Trade Journal, June 20.]

The formation of a bureau, called the Office Commercial Français en Angleterre, under the auspices of the French Chamber of Commerce in London and subject, to the control of the French Ministries of Commerce and Foreign Affairs, represented by the commercial attaché to the French Embassy in London, has been notified to the Department of Overseas Trade (Development and Intelligence). It is stated that the bureau has for its object the establishment and development by all means of commercial relations between French producers and British buyers, and the promotion of the sale of French goods in the United Kingdom. It also seeks to promote the study of commercial products and methods (raw materials, manufacture, cost and sale prices, representation, remittances, etc.), with a view to making them known to French exporters.

CROP REPORT FOR UNITED KINGDOM.

[Consul General Robert P. Skinner, London, June 19.]

The report of the Board of Agriculture and Fisheries on agricultural conditions in England and Wales during May states that the month was very favorable, the increased warmth and sufficient rains bringing the crops on well. In some few areas the month was too dry, and rain would now be welcomed in most parts for the corn crops.

Wheat is mostly looking well, but some of the spring sown on newly plowed grassland has been damaged by wireworm or leather-jackets. Oats suffered more from these pests on newly broken-up pasture, and resowing has in several cases been necessary. On old arable land the crops are strong and healthy, and generally they may be described as satisfactory. Barley is also a satisfactory crop. Beans are good, as are also peas. The area under barley is rather greater than last year. That under oats is larger than a year ago by nearly a fourth.

Potatoes generally present a satisfactory appearance and are of good promise. In many areas planting was late, and the main crop is not yet everywhere above ground. The area under this crop is fully 20 per cent greater than last year.

Mangold sowing was completed under favorable conditions, and the crop is coming up well. In many districts, however, damage is reported from insect pests, and some resowing has had to be done. Turnip sowing is going on under satisfactory conditions, but in many districts farmers are waiting for rain. The early sown crops have been frequently attacked by turnip fly.

Hops developed well during the month, but are still backward in Kent. Aphis attacks are prevalent in all districts and washing is general, but the crop is otherwise satisfactory; and if the fly can be kept under, may be considered promising. The area is rather less than last year.

The prospects for all orchard fruit are very poor, particularly plums (which were badly cut by frost) and pears. Bush fruits are decidedly better; strawberries should be about average; raspberries over average; while currants and gooseberries are rather under normal.

The area intended for hay, whether from seeds or meadow, is less than last year by 10 per cent. Prospects are good, however, nearly everywhere, and both kinds are expected to yield a little over average, the best reports coming from the eastern counties.

With the warmer weather, and consequent growth of grass, live stock have made good progress during the month and are generally in satisfactory condition.

The supply of labor continues deficient and there is difficulty in keeping the land clean, but the other work of the farm has generally been done without undue delay. The Whitsuntide hirings showed some further rises in wages.

[Consul Hunter Sharp, Belfast, Ireland, June 12.]

Outlook in Ireland.

According to a recent report of the Department of Agriculture and Technical Instruction for Ireland, the open character of the past

winter enabled live stock to be carried over with little trouble and expense. Tillage work met with little check, and all preparatory cultivation was well advanced as seeding time approached.

Dry weather set in early in March, and a better seeding time has not been obtained for many years. All crops were sown with the soil in fine working order. Seeding was completed much earlier than usual, and planting of the potato crop was favored in every respect. The extended spell of dryness and the occasional night frosts were severe on pastures, and made young crops more liable to injury from insect attack. Damage by wireworm and leatherjacket grub was general, especially where crops were grown after fallow. The rain which fell in May brought much relief to everything, and the high temperature which succeeded it induced very rapid growth.

Cereals, Potatoes, and Mangels.

The general opinion on June 1 is that all crops, with perhaps the exception of flax, are especially promising. The outstanding features in respect to the several crops may be summarized as follows:

Cereal crops.—Winter wheat looks strong and vigorous, especially that sown during October and early November. The crop is most promising on manured ground, and is generally described as overaverage. Spring wheat in many districts is backward and disappointing; this is attributed to the inferior quality of the seed, which was badly saved and stored in a damp condition during the winter. The oat crop was sown with the soil in excellent order, and barlds are healthy. Wireworm attack was severe, and leatherjacket grub made many fields patchy. The rain in May improved the appearance of the crop, and the yield is expected to turn out overaverage. Barley is a good average crop and promises well; in some counties the opinion is expressed that it may turn out to be the best cereal crop of the year. Rye, which is sown chiefly on boggy land, is doing very well and has been little affected by the dryness of the past month. In some counties there is a rather less area under rye, as the kind of ground on which this crop is usually grown was in dry enough condition at seeding time for oats to be sown. Preshaugh has been prevalent in corn crops, especially in limestone districts. Spraying to destroy the weed has been practiced to a much greater extent than in former years.

Beans.—Field beans are looking very well and are thicker and higher over ground than usual at this time of year.

Potatoes.—Planting begun at the end of March and was completed much earlier than usual; even in the northern counties the greater part of the crop was planted by the first week in May. Fields in which sprouted seed was planted early are making vigorous growth, and the later-planted fields are especially healthy looking. Early varieties are very forward.

Mangels and turnips.—Mangels have brairded very well. In some counties the early sown fields are showing traces of attack from the mangel fly. The crop on the whole looks healthy but would be much benefited by rain. Turnip sowing was begun rather earlier than usual, and a good area has now been completed. The first sown fields are satisfactory, though checked by night frosts and "fly" attack; fields sown since mid-May are somewhat straggling. The dry condition of the soil renders the young plants liable to be eaten out by the "fly." Rain is badly needed for this crop above all others; in a few cases already resowing has been found necessary.

Other Root Crops—Flax and Hay—Live Stock.

Other root and green crops.—Cabbages are looking well and are more widely grown than last year, owing to the supply of plants being plentiful. The crop needs moisture and is not benefited by the bright, dry weather. Rye and vetches, sown as a catch-crop, were later and lighter than usual. In some cases, however, the crops were very satisfactory, as much as 20 tons per acre of green feeding being secured. There has been a reduced area of seed carrots sown owing to the dearness of seed.

Flax.—The flax crop is variable; many of the fields are poor in appearance. In a few cases the crop failed completely, and the ground was, in consequence, replowed and turnips sown. Many fields, especially those on fallow, were at-

tacked by small ground beetles, which did much injury to the brairds. The early sowings appear to have been worst affected, the later sowings are more promising; but the whole crop is sorely in need of rain, and unless there is a change in the weather, the yields are not expected to be satisfactory. The area sown is considerable.

Hay.—First-crop hay, which promised well early in the season, has been greatly affected by the long drought, and will give a light yield. It promises better since the rains in the middle of May; the crop is best on medium loam. Second-crop fields are also very thin, except where dressed with artificial fertilizers in early spring. All the hay crop is badly in need of rain.

Pastures and live stock.—Pastures are generally well covered, though hilly fields are beginning to show the effects of drought. Rich, warm fields are carrying a thick sole, and the quality of the grass is excellent. Cattle went out to grass in very thin condition owing to the shortness of all kinds of fodder. They have improved well on the pastures since May, and are now thriving. In most counties the usual numbers of live stock, with the exception of aged cattle, have been fully kept up. Lamb numbers are well up to average.

SHIPMENT OF SAMPLES TO ARGENTINA BY PARCEL POST.

Information has been received that business houses in Argentina are frequently called upon to pay heavy customs and delivery charges on unsolicited samples sent by parcel post. The samples generally do not interest the addressees and are of no value to them. The difficulties and expenses involved in such shipments are thus described in a letter from a firm in Buenos Aires:

Upon arrival of a parcel-post package the post office sends a formal notice, and we then have to present a declaration of ignorance of contents, which costs 4 pesos paper (\$1.70). The contents are thereupon examined by a customs official, and when they are of no commercial value an additional charge of 0.60 peso paper (\$0.25) is made. Dutiable goods are, of course, subject to the usual duties.

It will naturally be suggested that we could abandon these parcels to the post office, but as we are usually without any information as to their contents, there is doubt as to whether the articles may not be of actual importance. For this reason we have so far paid the charges and withdrawn all the parcels.

In order to retain the good will of Argentina importers, therefore, it is urged that no samples be sent by parcel post unless they have been specifically requested or unless arrangements are made to reimburse the addressee for the charges incurred. In the case of samples without commercial value weighing up to 12 ounces the difficulties referred to above may be avoided by sending by sample post in the regular mails. Advertising matter and catalogues admissible in the regular mails should also be sent in the regular mails as "printed matter" rather than by parcel post, in order to avoid excessive customs and duty charges.

Recent Research Work of Bureau.

Statistics were recently compiled by the Research Division of the Bureau of Foreign and Domestic Commerce on the following subjects: Total imports and exports of hosiery by the United Kingdom during the years 1913-1916 and by Germany during 1911-1913; exports of domestic cement from France and Belgium in 1912 and 1913, showing the countries of destination; and imports of steam turbines into Japan by countries during the years 1907-1916.

"Thrive by Thrift, Buy War Saving Stamps."

NORWEGIAN DEMAND FOR TANNING MATERIAL.

[Excerpt from Norwegian Trade Journal "Farmand," transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, May 25.]

Only half of the Norwegian production of hides can be used for sole leather, and a great deal of raw material has been imported for this purpose. On the other hand, lighter hides, such as calf and sheep skins, have to a great extent been exported. After having been treated in foreign tanneries they have been repurchased. The Norwegian tanneries have only been equipped for treating a small part of the lighter kinds of skin of the country's own production.

Now, however, the State Leather Central is making investigations with regard to how much of the Norwegian production of lighter hides their tanneries for uppers are able to treat; also whether the sole leather tanneries can reorganize their production in such a way that they will also be able to tan uppers, and to what extent. It is the intention to help themselves as much as possible. In order to accomplish this, Norway must have tanning material. Everything depends on this. The State is therefore taking steps to organize the production of tanning bark. This is a difficult problem to solve. Next to food, clothing is the most important, and of clothing, footwear is the most important.

Employment of Norwegian Bark.

The whole Norwegian tanning industry was before the war based on import. The tanning material needed, about 10,000 tons, cost so little that it paid to import it even from such distant places as India and Brazil. This import has now been entirely stopped. The agreement with America stipulates hardly any fixed quantities of tanning material. The stocks on hand will hardly last more than three or four months. Everything taken into consideration, Norway must therefore try to procure as much as possible of Norwegian tanning bark. Beyond the 10,000 tons, about 2,000 tons have been produced at home. However, the Norwegian bark contains only one-fourth the tanning material contained in the bark imported, so four times as much will be required; that is, 40,000 tons. It is doubtful whether this quantity will be reached this year, but it is hoped to get a good part of it.

The Industrial Supply Department has requested the Leather Central to gather and distribute the tanning bark. The State does not intend to do any business with the gathered bark. It will be sold at purchase price plus expenses. The whole transaction will run into about 10,000,000 crowns.

Gathering of the Bark—Prices.

In order to gather as much bark as possible, a high price is offered for it—for air-dried spruce bark 20 ore (100 ore [crown] equals \$0.268 American currency), for birch bark 24 ore, for oak bark 28 ore, and for willow bark 22 ore per kilo (2.2 pounds), delivered at the nearest railroad station or steamship pier. On account of the high freight the prices for the districts north of Trondhjem will be 3 ore lower per kilo.

Only bark from the trees hewn in "Sevjetiden" (sap time) can be used. "Sevjetiden" is now at hand, and every effort is being made to organize the gathering. This will be comparatively easy

so far as the eastern forest districts are concerned, because the State railroads have given the station masters orders to make purchases. In the other parts of the country it is hoped that it will be possible to get the dealers and steamship forwarding agents to do the same.

The gathering of bark will not damage the forests, because the bark is taken from hewn trees. Formerly it was simply left as refuse. That it has now become of value means an extra income for the timber owners of 30 to 40 crowns per dozen hewn timber, which means that the owners practically get their timber hewn for nothing. It is expected that mainly spruce bark will be gathered—bark of cellulose timber. In contradistinction to saw timber, which must be treated in another way in order to not to crack, the cellulose timber may be cleft at once. In the Sorland district, where for several generations stub cultivation has been carried on with a view to oak bark production, the high price of bark will probably mean an increase in the income of the small cultivators. By stub cultivation the tree is hewn and root shoots are cultivated on the stub. When the young shoot has reached a certain height, it is hewn and cleft. On the whole, the bark of the young trees is richer in tanning material than that of older trees.

Erection of Extract Factory.

In connection with the bark gathering plans are being made for building an extract factory for tanning material. If this is realized, it will probably also be possible to utilize the bark of winter-hewn trees. In that case the method of the chemist, Hans Landmark, will probably be used. This is a chemical process by which the winter bark of spruce trees is given an addition of the sugar which is only found in the bark in "Sevje" (sap) time. Statistics from 1910 show that in peace times Norway imported 63,000 crowns' worth of spruce bark extract per annum. Many tanners believe that the winter bark is less valuable because of a lower content of tanning material. Mr. Landmark does not share this opinion, but believes that the tanning material contents of the bark are about the same the year around.

It is also reported that Mr. Thor Thoresen, jr., is planning to erect an extract factory.

A Norwegian tanning material, "Norvego," a sulphite cellulose extract, which is made by the Union Co., has been used considerably in Denmark and Sweden. In Norway the opinions of the tanners differ somewhat with regard to this material. Better results seem, however, to be obtained in tanning uppers than in tanning sole leather. The result depends somewhat on the mixture proportion of "Norvego" with other tanning materials. It is reported in this connection that the Union Co. intends to send out men to the tanneries to teach them the right use of "Norvego," which, when used with various other chemicals, has the effect of causing the hides to more easily absorb the tannin from the other tanning materials.

When conditions again are normal it is perhaps doubtful whether that which is now being built up by the State to enable Norway to help itself with regard to tanning material will be maintained. However, for the present and during the first years after the war it will be of great importance.

FOREIGN TARIFFS.**BRAZIL.**

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 2 and 20.]

Inspection of Exported Foodstuffs.

The exportation of food products from Brazil has been made subject to regulations contained in a Presidential Decree of April 24, 1918. This measure was enacted as a result of complaints that certain Brazilian cereals and meat products had reached their destination in an unmarketable condition, and that the reputation of Brazilian products, which are constantly finding a greater market abroad, was endangered. It is stated, however, that measures will also be taken to improve the quality of foodstuffs for domestic consumption. Coffee is excepted from the provisions on the ground that ample precautions have already been taken to prevent the shipment of inferior grades. With that exception, no foodstuffs of domestic production will be passed through the customhouses for exportation unless accompanied by certificates from the respective Government bureaus or public officials designated for that purpose by the Minister of Agriculture.

Certification of Exports.

The certificates for exports are to be drawn up in triplicate, two copies being delivered to the exporter and one retained by the examining office. The following data must be furnished by the exporter and appear in the certificates: (a) Name of the exporters and the place where the goods are warehoused; (b) the kind, quality, and quantity of the goods; (c) the kind of package or container employed and marking of the packages, which shall always include the word "Brazil"; (d) the weights of the packages examined; and (e) the date of the examination. The exporters are also required to state the places of production and port of destination, and if the shipment consists of sterilized cereals the system employed is to be indicated. An examination of the products will be made, samples being taken indiscriminately from the packages in the warehouse ready to be loaded on the vessel, and where necessary they will also be subject to chemical analysis. The fees for such examination and analysis are to be regulated by a later order.

No specific standards are fixed in the original decree, but there is a general prohibition against the exportation of commodities of bad quality. Heavy fines may be imposed where frauds have been committed and are discovered by the Brazilian consular officers at the port of destination. Any discrepancies in weight discovered at the time of examination are to be noted on the certificate.

The Brokers' Association (Junta dos Corretores) at Rio de Janeiro has published a notice that it has been authorized to issue certificates for cereals and other articles easily inspected and is now able to furnish the required certificates for goods intended for exportation.

BRITISH INDIA.

[The Gazette of India, Mar. 23.]

New Income Tax Law.

The amount and form of payment of taxes on incomes during the year beginning April 1, 1918, are regulated by an act of the Indian Legislative Council, which received the assent of the Governor Gen-

eral on March 19, 1918. No tax is imposed on incomes less than 1,000 rupees (\$324), while for incomes in excess of that amount the tax is graduated, ranging from 4 pies in the rupee (2 per cent) to 1 anna in the rupee ($6\frac{1}{4}$ per cent). Companies or partnerships constituted under a registered instrument are subject to the maximum rate regardless of the amount of the income, provided it exceeds 1,000 rupees. The act also specifies the classes of incomes subject to and exempt from the tax and the expenses for which deductions may be allowed in the case of income derived from business. Under the last heading are included rent, insurance, repairs, taxes, and similar expenses. Incomes of nonresidents are covered by Section 33, which provides that "in the case of a person residing out of British India all profits and gains accruing or arising to such person, whether directly or indirectly, through or from any business connection in British India, shall be deemed to be income accruing or arising within British India, and shall be chargeable to income tax in the name of the agent of any such person, and such agent shall be deemed to be for all purposes of this act the assessee in respect of such income tax."

CANADA.

[The Canada Gazette (Extra), Apr. 18.]

Rules for Grading and Marking of Eggs.

By an order in council of April 5, regulations for the grading and marking of eggs are promulgated under section 9 of the Live Stock and Live Stock Products Act, 1917. The standards distinguish four classes of eggs, viz, fresh, stored, preserved, and cracked eggs, with various grades under the first and third named classes. Eggs intended for incubation are not affected by the present rules.

Marking regulations are prescribed in detail both for eggs to be exported and for those for domestic sale. Every case of eggs for export must be marked on both ends with the words "Canadian eggs" and the class and grade of the contents. Canadian standard cases are to contain 30 dozen eggs and when shipped out of Canada must be provided with fresh white fillers and flats. Shipments of 25 cases or more for exportation are subject to inspection and must bear the Government stamp of approval before being allowed to go forward. Smaller lots are, of course, to be marked as provided above, but need not be inspected.

Shipments of 100 cases or more to be sent from one province to another in Canada are required to be marked and inspected, and if of other than Canadian origin must bear the name of the country of origin.

[Measures to prevent the representation of eggs imported from other countries as Canadian products were adopted in 1916. See COMMERCE REPORTS for July 21 and Aug. 23, 1916, or Foreign Tariff Notes No. 22, p. 29.]

Application of War Excise Taxes on Jewelry.

Decisions of the Canadian Board of Customs, published as Appraisers' Bulletin No. 1743, of June 11, 1918, define the application of the special war excise taxes of 10 per cent of the duty-paid value on certain articles, which were described in COMMERCE REPORTS of May 9, 1918. As had already been decided, the term "jewelry" for the purposes of the tax is held to apply only to articles classified under tariff No. 647, which includes "Jewelry of any material for the

adornment of the person, not otherwise provided for," but does not include unset diamonds or industrial diamonds. Neither does the tax apply to jewelry entitled to admission as travelers' baggage nor to semimanufactured materials of gold and silver for use in the manufacture of jewelry, such as bars, joints, necklace clasps, snaps, etc. A list of the articles that are classified as jewelry has been issued, of which the following are typical: Bar pins, buckles, chains, crosses, earrings, fobs, locketts, rings, and school pins.

It is to be noted that the recent prohibitions against importation (see *COMMERCE REPORTS* of June 13, 1918), do not apply to gold or silver jewelry, although gold and silver manufactures not otherwise specified are included.

MADAGASCAR.

[Consul James G. Carter, Tananarivo, Apr. 14.]

Duty on Indirect Importations.

Goods imported into Madagascar from France, French colonies, and allied and neutral countries and transshipped at Zanzibar, Durban, or Mauritius are considered as having been imported direct and are subject to duty as in the case of direct shipment. This ruling, published in the *Journal Officiel* of Madagascar for April 13, gives relief to many foreign shippers whose goods, since the opening of the war, have been sent to Madagascar by indirect routes through countries not entitled to the minimum rates of the tariff and were accordingly subject to the higher or "general" rates. In order to secure the benefit of this concession importers must furnish consular certificates proving that the goods were simply transshipped at the intermediate port and were not subject to any manipulation.

Until the adoption of the new regulation on April 4, merchandise imported into Madagascar from the United States and European countries other than France were obliged to pay the higher rates if not forwarded direct from the country of origin or through France or some country entitled to the minimum rates of the tariff. As transshipment in France is impracticable, American exporters have been obliged to arrange for their Madagascar shipments via South Africa, Mauritius, Zanzibar, or other countries.

[The tariff of Madagascar is the same as that of France, except in the case of a few articles (see *COMMERCE REPORTS* for May 24, 1917). Certain classes of articles from the United States are dutiable at the minimum rates of the French tariff.]

NEW ZEALAND.

[British Board of Trade Journal, May 30.]

Basis for Ad Valorem Duty.

Notice has been given by the Government of New Zealand of a temporary change in the practice as regards the basis for the imposition of ad valorem duties. Normally duty is assessed upon the value of the goods f. o. b. port of exportation at the time of shipment, with the addition of 10 per cent. It has been decided, however, that claims shall not be made against importers in the Dominion for increased duty on account of rise in the price of the goods between the date of invoicing the order and the date of shipment, where it is satisfactorily shown that the invoice price represents the genuine purchase price as between the buyer in New Zealand and the exporter. This ruling does not apply to house-to-house invoices nor in cases where there is no purchase as ordinarily understood. In

order to take advantage of the decision it is recommended that exporters indicate the home consumption value at the date of the receipt of the order. This may be done by means of a note to the following effect at the foot of the invoice: "The home consumption value of the above-mentioned goods on -----, 1918 (the date of the receipt of the order for the goods), was \$ ----, net cash." If more convenient this information can be incorporated in a separate column of the invoice or the gross selling prices and the ordinary trade and cash discounts allowed may be separately specified.

[This decision of the New Zealand Government is in accord with the decision of the Australian Government on the same subject, notice of which was given in *COMMERCE REPORTS* of February 10, 1918. A similar concession of the Union of South Africa is reported in *Foreign Tariff Notes* No. 25, p. 187.]

NIGERIA.

Export Duty on Peanuts and Hides.

Consul W. J. Yerby, Senegal, has reported that the Government of Nigeria, British West Africa, has placed export duties on the following goods at the rates shown: Peanuts, \$2.44 per ton; tanned hides and skins, \$0.06 per pound; untanned or haired skins and hides, \$0.04 per pound. The order was passed December 27, 1917, and went into effect January 1, 1918.

CANADIAN GOVERNMENT RAILWAY IMPROVEMENTS.

[Consul E. Verne Richardson, Moncton, New Brunswick, June 27.]

Announcements were made in *COMMERCE REPORTS* of May 25 and June 4 of the recent acquisition by the Canadian Government Railway system of certain branch lines previously operated on private account. It is now announced that the Department of Railways and Canals has ordered the beginning of improvements on these newly acquired lines with a view to bringing them up to an operating standard comparable with the trunk lines of the Government service.

The line from Cross Creek to Stanley, formerly the York & Carleton, is already receiving attention. The work to be done includes grading, the setting of new ties, and the laying of heavier rails. In all, about 18,000 ties will be needed, and the heavier rails will be used over the whole length of the road. New cars and other rolling stock will be provided.

On the Moncton and Buctouche line improvements have also been begun. The roadbed is in serious need of repairs, and it is to this work that the first consideration will be given. New rails will be laid where necessary and much ballasting done.

The Salisbury and Albert road has been carefully inspected by officials of the Government system, as has the St. Martins Railway. To both are promised a full share of improvements of a character to make them fit for increased freight and passenger traffic as well as for a more rapid service than has hitherto been possible.

Increase in Algerian Bank-Note Issue.

According to a decree of the French Minister of Finance, dated May 28, 1918, the text of which was transmitted by Ambassador William G. Sharp, the maximum bank-note issue of the Bank of Algeria has been increased from 650,000,000 francs to 700,000,000 francs.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Boots and shoes.....	27181	Hosiery.....	27183
Buckles.....	27179	Machinery.....	27174
Chemicals.....	27182	Motor cars and accessories.....	27183
Cotton and woolen goods.....	27175	Olein.....	27176
Cottonseed oils.....	27177	Paper.....	27183
Fixtures.....	27180	Razors.....	27183
Food products.....	27177, 27178, 27183	Sheep dips.....	27182
Fountain pens.....	27183	Stationery.....	27183
Fruits and vegetables.....	27177	Watches and clocks.....	27183

27174.†—An engineer in France desires to purchase or secure an agency for the sale of packing house machinery and equipment, such as shambles for the slaughter room, meat hooks, machinery for the manufacture of steam lard, oleo stock, and machinery for drying blood and tankage. References.

27175.*—An agency is desired by a man in Algeria for the sale of cotton and woolen goods for tailoring purposes. Payment will be made against documents in Algeria. Correspondence may be in English. Reference.

27176.†—The American representative of a firm in Denmark desires to purchase olein in consignments of about 100 barrels for shipment to Norway. Quotations should be made f. o. b. New York. Payment will be made by cash against documents if other terms can not be arranged. Reference.

27177.*—A man in Argentina would like to secure an agency for the sale of rice, sugar, fresh fruits, dried fruits, canned fruits, onions, potatoes, nuts, cottonseed oil, and foodstuffs in general. Correspondence may be in English. References.

27178.*—An agency is desired by a man in France for the sale of food products. Correspondence should be in French.

27179.*—A man in England wishes to purchase nickeled buckles for $\frac{1}{4}$ inch and $\frac{1}{8}$ inch shoe straps, curved over to "ride" on instep, also prongless buckles curved in like manner. Payment will be made by cash against documents. Reference.

27180.†—An agency is desired by a man in Norway for the sale of special fixtures and appliances such as would appeal to a retail store and office. Payment will be made against bill of lading in New York. Correspondence may be in English. References.

27181.*—A business man in France desires to secure an agency for the sale of boots and shoes and any other goods having a good sale in France. Correspondence should be in French.

27182.*—A man in Argentina wishes to purchase and secure agencies for the sale of powders, pastes, extracts, etc., used for dipping sheep; vaccines, nicotine extract, arsenic powders, and dips. Correspondence may be in English. Reference.

27183.*—A company in Algeria desires to purchase and secure an agency for the sale of all kinds of food products, especially biscuits, ham, jam, flour, preserves, etc.; also watches and clocks, hosiery, small motor cars and accessories, razors, fountain pens, ink, paper, and stationery. Payment will be made by cash against documents at destination. Correspondence may be in English. References.

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No. 162

Washington, D. C., Friday, July 12

1918

CONTENTS.

	Page.		Page.
New rulings regarding the importation of wool	145	Six months' exports from Moncton	154
Statements filed under export trade act	145	Farm-improvement undertaking in eastern Norway	154
Hydroelectric power distribution in Sweden	146	Germany loses grip on Argentine paper trade	155
Changes in enemy trading list	147	Crops of Coahuila and Nuevo Leon, Mexico	155
Letters missent to Algiers, Algeria	149	Government investments in northern Norway	156
Fishing industry of Venezuela	150	Proposed new insurance law in Brazil	157
Swiss trade-mark as guaranty of origin	151	The Swiss crops at the beginning of June	158
Siamese industrial earnings	152	Proposed monetary reform in Spain	159
New Bolivian fire and marine insurance company	153	Proposals for Government supplies and construction	160
Cod catch on western coast of Norway	154		
Increased production of butter in Denmark	154		

NEW RULINGS REGARDING THE IMPORTATION OF WOOL.

The supply of wool in the United States has been gradually decreasing owing to the enormous demands for military requirements, and because of the shortage in ocean tonnage for transporting wool to this country, and it is evident there will not be sufficient wool to take care of both civilian and military needs unless some comprehensive plan is adopted for purchasing and importing the necessary supply.

It is apparent that under the present system of private transactions in wool it is difficult to insure the utilization thereof in the best interests of the country; and likewise difficult for individuals to secure the necessary tonnage because of lack of assurance to the Shipping Board that the wools imported will be used for the national interests.

The War Trade Board after consultation with the War Industries Board and the War Department have therefore adopted the following ruling (W. T. B. R. 166):

1. All outstanding licenses for the importation of wool from Uruguay, Argentine, and South Africa are revoked as to ocean shipments made from abroad after July 28, 1918.
2. Hereafter no licenses for the importation of wool from the countries above referred to for shipment from abroad after July 28, 1918, will be issued for the remainder of the present calendar year, except to the Quartermaster General of the United States Army.

STATEMENTS FILED UNDER EXPORT TRADE ACT.

Bulletin No. 2, dated July 9, issued by the export trade division of the Federal Trade Commission, announces that statements purporting to be under the Export Trade Act approved April 10, 1918, have been filed by firms in addition to those reported in Bulletin No. 1. [See COMMERCE REPORTS for June 19, 1918.]

The names and addresses of those from whom such papers have been received are set forth below. The fact that names are included

in this list does not imply that the corporations or associations named are solely engaged in export trade or otherwise qualified under the act, nor that the statements filed are complete:

Deco Co., 51-53 White Street, New York City.
 DeLima, Correa & Cortissoz (Inc.), 8-10 Bridge Street, New York City.
 European & Far Eastern Sales Co. (Inc.), 27 William Street, New York City.
 Fajardo Bros. & Co. (Inc.), 27 William Street, New York City.
 Galena Signal Oil Co. of Brazil, 17 Battery Place, New York City.
 Holsam Co. (Inc.), 18 Broadway, New York City.
 National Trading Co., 460 Montgomery Street, San Francisco, Cal.
 Parsons & Whittemore, 174 Fulton Street, New York City.
 Redwood Export Co., 260 California Street, San Francisco, Cal.
 Texas Co. (South America) (Ltd.), The, 17 Battery Place, New York City.
 Zaldo & Martinez Export Co. (Inc.), 68 Beaver Street, New York City.
 Zeccola Co., The, 60 South Street, Boston, Mass.

All mail intended for the export trade division should be addressed to "Federal Trade Commission, Export Division, Washington, D. C."

HYDROELECTRIC POWER DISTRIBUTION IN SWEDEN.

[Consul General Albert Halstead, Stockholm, June 4.]

Proprietary ownership of water power in Sweden is in connection with the proprietary ownership of the shore. In the utilization of water power from the larger streams a certain amount of water must be reserved for public utility.

The capacity of the water plants constructed in the country is about 4,000,000 turbine horsepower, of which 1,000,000 turbine horsepower was completed during 1917, one-fourth by the Government and three-fourths by municipalities and private corporations, generally large industrial enterprises.

The electrical power plants in the cities and larger municipalities are as a rule owned and operated by the parishes in conjunction with the Government and private corporations. The municipal power plants are very popular and progressive and frequently earn good profits. The greater part of the energy produced, or say 92 per cent, is being utilized by the larger industries and 8 per cent by the so-called civil requirements, such as for illumination and for the lesser industries.

Current for Rural Consumers—Rates.

Electrical power is obtainable in all the cities and larger communities of Sweden and to a considerable extent even out in the country. Extensive wiring out in the country is now taking place, the principal reason being the scarcity of illuminating oil as a result of the war. At the same time lively interest is being manifested to prevent the rural population from moving to the cities, and it is thought that power distribution may exert a certain amount of influence. The main lines of the Government and other corporation plants are extended through the country, but the distribution of conduits for the farmers and the smaller industries is generally being done by associations or limited companies and rarely by the larger power plants.

Current is being sold in a number of ways, the most common being the kilowatt-hour, the combination rate (maximum demand), and

very seldom the contract rate (flat rate). The prices naturally vary according to localities and the amounts consumed, no discrimination being made between the large and small consumers. The usual price for the small consumer before the war was 10 to 12 öre (\$0.0268 to \$0.0316) per kilowatt-hour.

CHANGES IN ENEMY TRADING LIST.

The following additions will be made to the Enemy Trading List as of July 12, 1918:

ARGENTINA.

Torta, Jose B., Calle Salta 231, Buenos Aires.
Ullman, H., & Co., Buenos Aires.
Wulff, Otto, Buenos Aires.

BOLIVIA.

Frank, Jacob, & Co., Oruro.
Gottowski, Max, Oruro.
Lehman, Waldemar, La Paz.

BRAZIL.

Andrade, Marcelino de, Rua Dr. Cochrane 36, Santos.
Bercht, Adolfo, Rio Grande do Sul.
Bloch, Eugen, Sao Paulo.
Blohm, F., Blumenau.
Bojunga, H. C., Pelotas.
Jurghens, John, & Co., Rio de Janeiro.
Pinatel, Luis, Sao Paulo.
Schumann & Co., Para and Porto Alegre.

COLOMBIA.

Friederich, Arthur, Cartagena.

COSTA RICA.

Chavez, Maximo, San Jose.
Debo Ruin, Francisco. (See Ruin, Francisco Debo.)
Kopper, Eusebio Otto, & Co., Grecia.
Luthmer, Frederico, San Jose.
Reimers, Ferdinand (or Fritz), San Jose.
Ruin, Francisco Debo (or Francisco B. Ruin), San Jose.
Wille, Carlos, San Jose.

CUBA.

Holz, Alfredo, Habana.
Ibern & Co., Habana.
Ibern, Jose A., Habana.
Kirberg, Adolph G., Habana.
Orenstein y Koppel—Arthur Koppel, S. A., Habana.

DENMARK.

Hansen, Peter, Copenhagen.
Kohl, Louis von, Copenhagen.
Nordiske, Forfatteres Forlag Akties Elskab, Copenhagen.
Rasmussen, Einar, Fredensborg.

ECUADOR.

Brandes, Alfredo, Quito.

GREECE.

Stoltenhof, Hermann, Patras.

GUATEMALA.

Kirsch, B., & Co., Guatemala City.
Pateau, Max, Guatemala City.

HONDURAS.

Davidson, Adolfo, Tegucigalpa.

MOROCCO.

Martinez, Claudio, Tangier.

NETHERLANDS.

Bakker & P. Dijkse, S. A., IJmuiden.
 Dietrich, O. A., Amsterdam and Apeldoorn.
 Gimborn Svan Arnhem Zevenaar, Suthertenberg and Emmerich.
 Gitsels Aton, G. M. B. H., IJmuiden.
 Kehding, F. Handelsvereniging (C. H. Siegmund), Amsterdam.
 Kocks, Herman, Kinstwolffabriek, Valkenburg.
 Leeuw Hoornstra, S. de, Amsterdam.
 Metal Handelsvereniging N. V., Amsterdam.
 Metens & Co., Amsterdam.
 Nederlandsche Mij Voor Handels Cultoor and Mijn Bovwzaken Nutv, Amsterdam.
 Ostwald, E. M., & Co., Amsterdam.
 Ostwald, Ernst, Amsterdam.
 Prins, N., Amsterdam and Ymuiden.
 Steenkolengroot Handel Nutv., Oostsingel, Venlo.
 Wanders, Remaer A., Arnhem.

NETHERLANDS EAST INDIES.

Ayer Moelik estate, Sumatra.
 Bloeme, J. A. S., Medan.
 Boerma, B. F. jr., Batavia.
 Braun, P., Sibolga.
 Busselaar, Mac, Samarang.
 Cramer, P. C. M. (or Pierre), Sourabaya and Medan.
 Djle Hon Swie, Sourabaya.
 Djokjasche Machine Handel (R. Glied), Djocjakarta.
 Gading Estate, Sumatra.
 Gosewisch, W. H. Ch., Gorontalo.
 Indragiri Cultuur Mijl, Sumatra.
 International Auto Garage, Batavia.
 Kasinder Estate, Sumatra.
 Kerkhoff and Com Handel Mijl, Medan.
 Marihat Boris Estate, Sumatra.
 Merckelbach & Co., Batavia.
 Quitner, S., Padang.
 Sago Estate, Sumatra.
 Smets, Mrs. A., Sourabaya.
 Soenger Soetekouw, Lieut H. A., Djambi, Sumatra.
 Steffens, H. F., Batavia.
 Stubbe, F. (allan Stibbe), Sumatra.
 Tjin, the Tan Menado Toe Laer, & Co., Medan.
 Tjo Toen Swie, Sourabaya.

NICARAGUA.

Lehmann, Otto, Cabo Gracias.

NORWAY.

Braadlands Conservefabrik, A. S., Hilleraag.
 Elecktrisk Union, A/S., Christiania.
 Elektroh, A/S., Christiania.
 Kristiania Saltlager, A/S., Christiania.
 Lombardbanken, A/S., Christiania.
 Private Banking House Rieber & Co., A/S., Stavanger.

PANAMA.

Gebert, Otto, Bocas del Toro.
 Neuman, Ernst, Panama.

PERU.

Agencia Maritima de Casa Grande, Salaverry.
 Cockburn, M. S., Ica.
 Ledgard (Legard), Carlos E. B., Lima.
 Cerveceria Aleman, Arequipa.

SALVADOR.

Rosenblum Hermanos, San Salvador.

SPAIN.

Baldes, Otto, Calle Maderuelas, Antiquera.
 Baquera, Segalerva, Vincente, Granada.
 Bernal, Tomas Pose, Valencia.
 Bottelo, Angel, & Son (Bottelo Feu Angel & Son), Ayamonte.
 Camp, Hijos de Natish del, Cabeza del Buez, Badajoz.
 Centro de Instalaciones Electricas, Calle Mayor 71, Madrid.
 Charola y Antlúa Ebar (Flemming, Ernest), Hartaleza 9, Madrid.
 Flemming, Ernest, Hartaleza 9, Madrid.
 Gabanach, Francisco, Barcelona.
 Gast, H. F., Calle Barbieril, Madrid.
 Hafner, Enrest (Hafner & Wienken), Calle Almos 492, Malaga.
 Huber, Hugo, Calle Saragossa 440, Barcelona.
 Industria Electrica de Dornella Kruger, Alfredo, Calle Py Margall, Vigo.
 Krammer, W. O., Calle Luis, Tiboada 30, Vigo.
 Moyana y Esteban, Augustin Barquillo 28, Madrid.
 Ramos y Montilla, Malaga.
 Royal ta Jam Factories, Carcagente and Silla.
 Wienken, Eduardo (Hafner & Wienken), Calle Alfonso XII 14, Malaga.
 (See below for Sweden.)

URUGUAY.

Borras, Pedro, Montevideo.
 Carreras y Bach, Montevideo.

SWEDEN.

Ehnimb, G. A. E., Stockholm.

The following removals will be made in the list as of July 12:

BRAZIL.

Demarchi & Co., Uruguayana.
 Demarchi. Joao, Uruguayana.
 Schmitt, Abdo, & Co., Rio de Janeiro.

MEXICO.

Valdes Hermanos, Vera Cruz.

NETHERLANDS EAST INDIES.

Lio Oe Klong Menado Tjla Kwie Tek, Medan.
 Molenkamp, G., Pajakombo, Sumatra.

SPAIN.

Jimenez Davila Hijos, Puerta de Santa Maria near Cadiz.
 Jimpez Mateos, Jose, Puerta de Santa Maria.
 Mateos Hermanos, Puerto de Santa Maria.
 Ugarte Viuda y Sobrinos, Colegiata 13, Madrid.

SWEDEN.

Lagamills A/B. Timsfors.
 Nya Bank, Stockholm.

LETTERS MISSENT TO ALGIERS, ALGERIA.

[Consul Arthur C. Frost, Algiers, May 29.]

Letters for a destination in the United States bearing the name of "Algiers" or "Alger" (the French spelling of Algiers) are frequently missent to this city. Many of these letters are intended for Algiers, Louisiana. There is also an "Algiers" in Indiana and an "Alger" in five other States.

As these letters are stamped only at domestic rates, the postage due on them at foreign-mail rates is claimed when they are offered for delivery here. Correspondence for this city should be addressed: Algiers, Algeria.

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FISHING INDUSTRY OF VENEZUELA.

The fishing industry of the northern coast of Venezuela is the subject of a report by the consul of Colombia at Carupano, published in a recent number of the *Diario Oficial*, from which the following abstract is taken.

In the island of Margarita and along the Venezuelan coast from Cumana to Carupano the chief industry is fishing, salting the catch, and drying it in the sun. The dried fish from this region is consumed in the interior of Venezuela, while the coast people use the fresh fish that is found in abundance at their doors. The fish establishments consist of closed buildings for the storing of salt, tools, and foodstuffs, with quarters for the workers and their families, and open constructions for the manipulation of nets, boats, oars, and fish. The boats are of all sizes, ranging from the small craft handled by one man to the large ones where 50 or more men are employed.

The boats used chiefly are those called skiffs (*esquifes*) constructed for rapid movement, as their special purpose is to carry the nets for catching the fish. Indian rowboats are also used in this industry. The boat is given a circular rotation in order to submerge it in the sea and to take it out quickly. The nets are of different forms and weaves according to the size of the fish caught, those for catching small fish having fine mesh while those for large fish have a coarse mesh, permitting the escape of the small fish. The fish most commonly caught in Venezuelan waters are dog fish, saw fish, anchovy, shad, sardines, and similar species.

Methods Employed in Fishing.

The fishermen have one of their number act as watchman, and from his position in a high tower or mast of a boat he watches for the approach of shoals of fish. From this height the sea is very transparent and of a uniform color, across which the fish form a dark, cloudy, moving mass. The watchman knows by the movement what kind of fish is approaching and if he estimates the number as sufficient to justify a catch, he gives notice to the waiting men who throw their boats into the water and launch their nets. One end of the net or seine is fastened to a strongly planted post to which the net is returned after it has made a circuit. The fish finding themselves caught in the net, swim in the opposite direction which brings them to shore and in this way they assist in the operation of the seine. When the boat is taken to shore a group of men is ready to haul in the net, 20 to 100 workmen being necessary according to the quantity and the kind of fish.

When the catch is large and is composed of two or three kinds of fish the shore edge of the seine has a small-mesh net attached to prevent the escape of the fish that overflow the large net.

Prices of Fish and Wages of Workmen.

The prices of fish at the establishment vary according to the purchasing power of the customers, and also according to the abundance of the article. The unit of weight in general use is the *arroba*, equal to 11.50 kilos (25.3 pounds). In favorable seasons this quantity is worth from \$0.80 to \$1.20 for the inferior grade of fish. The best grade sells at \$1.20 to \$1.60 and the others at intermediate prices. In unfavorable seasons, however, these prices are nearly doubled.

The personnel of the establishment attends to all the details of making and mending boats and nets, as well as catching, cleaning, and drying the fish. Wages vary from \$20 per month for foremen and watchmen to \$10 or \$8 for other men, and \$4, \$2, or even less for boys. This is in addition to their food, which consists of fresh fish and corn bread or mush or bread made of bitter cassava or mandioca. The workman usually employed is the criollo or guaiqueri, who is very frugal and very strong.

Shipments of Salted Fish.

The extent of the salted fish industry in Venezuela is shown by the following table of shipments of this commodity from Venezuelan ports in the year July 1, 1916, to December 31, 1917. This statement shows that about 90 per cent of the shipments are disposed of in the coastwise trade and that Maracaibo is the largest shipper of salted fish.

	July, 1916- Dec., 1917.		July, 1916- Dec., 1917.
Shipments from—	<i>Kilos.</i>	Shipments from—Continued	<i>Kilos.</i>
La Guaira.....	28,477	Other.....	10,543
Maracaibo.....	342,764	Total coastwise.....	663,262
Puerto Cabello.....	106,525	Over-seas exports.....	94,176
Carupano.....	23,353	Total shipments.....	757,438
Puerto Sucre.....	49,435		
La Vela.....	33,842		
Pampatar.....	68,323		

SWISS TRADE-MARK AS GUARANTY OF ORIGIN.

An article in a recent issue of the Journal de Geneve describes the steps which are being taken in Switzerland to prepare against the danger of attempts being made to pass off German goods as goods of Swiss origin. This effort takes the form of the institution of a national Swiss trade-mark to distinguish manufactures of Swiss origin from those of foreign origin, and, to quote the Journal, this effort is likely to be attended by consequences of the highest importance to the industrial and commercial credit of Switzerland.

After three years of close examination of this question, observes the Journal, a scheme, promoted by the Geneva Chamber of Commerce, has been adopted by a general meeting, and a "Syndicat pour L'Exportation Suisse" (S. P. E. S.) has been established. The committee of this syndicate, consisting of 15 members, will have its head offices in Geneva. The meeting which established the S. P. E. S. was presided over by the president of the Geneva Chamber of Commerce, and was attended by commercial men from all parts of Switzerland and representatives of the Chambers of Geneva, Basel, and Zurich.

The object of the S. P. E. S. is to promote the exportation of genuine Swiss products. The association, as such, has no pecuniary aim. As owner of the mark "S. P. E. S.," indicating Swiss origin, it will give its members the right to use this mark for goods the products of the Swiss soil and of Swiss industry, and for goods which have undergone in Switzerland such manipulation as to confer on them a new character. Membership of the S. P. E. S. is confined to native-born Swiss citizens and to those who have been naturalized for at least 10 years.

SIAMESE INDUSTRIAL EARNINGS.

[Vice Consul Carl C. Hansen, Bangkok.]

The results of the workings of the Siamese companies during last year were quite satisfactory, according to the annual reports of the several companies, but the outlook for the current year appeared doubtful to some of the speakers at the stockholders' meetings, and it was therefore suggested that the only certain policy that could be adopted for the present was one of caution and conservation of all funds.

The chairman of the board of directors of the Bangkok Dock Co. (Ltd.), in submitting the accounts for the year ended December 31, 1917, stated that the balance sheet presented was one of the best that the company had ever produced. The profits for the year, after writing off \$12,688 as depreciation on the company's property and plant, amounted to \$128,283, and this sum, together with \$16,784 added from last year, made \$145,067 available for distribution, as follows: \$33,300 for dividend of 9 per cent, \$33,300 for reserves, \$4,440 for directors' fees, \$8,880 for bonus to staff, and \$65,147 for carrying forward to 1918. The value of the company's freehold land, the graving docks, wharves, slipways, and buildings was given as \$271,623, the plant and machinery as \$65,036, the stock in trade as \$263,907, and the old reserves, together with those set aside for last year, bring the fund up to \$148,000. This company has recently been registered under the Siamese companies act, but is under British management, with directors and shareholders of different nationalities.

Only One Cement Manufacturing Concern.

At the recent general meeting of the Siam Cement Co. (Ltd.) a dividend of 12 per cent was declared on the full capital of the company for the year 1917, against 6 per cent for the previous year. The capital of the company is 1,500,000 picals (\$555,000) and the gross profits for 1917 amounted to \$134,673. This is the only cement-manufacturing plant in Siam, and will eventually, it appears, supply the entire needs of the Kingdom, as only 7,786,928 kilos of cement were imported from foreign countries during last year against 13,692,054 kilos for 1916 and 19,545,618 kilos in 1915.

Profits of Navigation Companies.

The Siam Steam Navigation Co. (Ltd.) reported a net profit of \$245,119 for the six months ended December 31, 1917, but out of this sum only \$37,000 was set aside for a 5 per cent dividend to shareholders, the balance being allotted for depreciation, for reserves, for addition to the fleet, and for other purposes. This company has recently had two steamers built at the Kowloon Dock in Hongkong for the Bangkok-Singapore run. The carrying capacity of each steamer is about 1,000 tons, and up-to-date cabins have been provided for 24 passengers.

The balance sheet of the Chino-Siam Steam Navigation Co. (Ltd.) for the 12 months ended March 31, 1917, showed a gross profit of \$712,556, and after deduction for expenditures a balance of \$132,234 was left for profit, and this is the second year only in which a profit has been realized against six years of losses, of which at the end of the year there yet remained \$88,919 to be paid.

The Menam Motor Boat Co. (Ltd.) paid a dividend of 5 per cent and the Siam Steam Packet Co. (Ltd.) 10 per cent for 1917.

Results of the Operation of the Railway Companies.

At the half-yearly meeting of the shareholders of the Paknam Railway Co. (Ltd.) the balance sheet submitted for that period showed a gross income of \$36,699 and expenditures of \$11,090. The dividend for the half year was 6 per cent, which, added to that of the previous six months, gave a total dividend for 1917 of 22 per cent and made a record dividend in the history of this company. The dividend of the Meklong Railway Co. (Ltd.) was 4 per cent for 1917.

At the general meeting of the shareholders of the Siam Electricity Co. (Ltd.) the following resolution was submitted and unanimously carried: "That the nominal capital of the company as at the 31st December, 1917, be raised from £350,000 (\$1,703,275) to £700,000 (\$3,406,550) by issuing 35,000 new shares at £10 each as fully paid up; these shares to rank in all respects equal to existing shares. Allotment to be made to every shareholder at the rate of one new share for each share held by him at the date of issue." The balance sheet of this company for the year ended December 31, 1917, showed a gross profit of 2,742,206 ticals (\$1,014,616 gold). An interim dividend of 10 per cent was paid on the 35,000 shares, and a final dividend of 5 per cent on the 70,000 shares. Anticipating decreased receipts for the current year on account of the partial destruction of Siam's rice crop, the directors recommended that a conservative policy be followed and therefore 395,518 ticals (\$146,342) was carried forward to next year's account.

At the first annual general meeting of the shareholders in the firm Barrow, Brown & Co. (Ltd.) a dividend of 10 per cent was declared for the year 1917. It was also reported that the position of the company had been strengthened by ample reserves.

NEW BOLIVIAN FIRE AND MARINE INSURANCE COMPANY.

[Commercial Attaché Wm. F. Montavon, Lima, Peru, May 31.]

The executive committee of the Credito Hipotecario of Bolivia has invited Bolivian capitalists to contribute toward the establishment of a company to be known as the National Insurance Co. (Compania Nacional de Seguros contra Incendios y Riesgos de Mar). The new organization is to be closely allied with the International Insurance Co. (Compania Internacional de Seguros) of Panama and with the United Insurance Cos. (Companias Unidas de Seguros) of Lima. It is of interest in this connection to note that the International Insurance Co. of Panama owns a controlling interest in the United Insurance Co. of Lima and is itself owned entirely by native Panamans.

It is proposed that the two foreign companies provide for the new Bolivian company a capital of Lp. 10,000 (\$48,665 United States gold at normal exchange). The capital of the new company is to be 2,000,000 bolivianos (\$778,600), divided into 200,000 shares of a par value of 10 bolivianos (\$3.893) each. At first 25,000 shares will be offered to the public of Bolivia at 80 per cent of par, and in this manner a capital of 200,000 bolivianos (\$77,860) will be raised, this stock being subject to assessments not exceeding 20 per cent.

COD CATCH ON WESTERN COAST OF NORWAY.

[Consul Ralph C. Busser, Bergen, June 4.]

Compared with preceding years, the cod-fishing season in Norway, which recently ended, shows rather poor results. The exact statistics are not yet at hand, but, roughly speaking, the total catches of cod on the western coast amount to about 6,000,000, compared with 8,000,000 in 1917, 17,000,000 in 1916, 19,500,000 in 1915, and 25,800,000 in 1914. Of the quantity caught during the season just ended, about 3,750,000 were caught in the Romsdals district, and the remainder south of Stadt, of which 1,900,000 were caught in the Northern Bergenhus district. The cod fisheries of the western coast have had a more favorable season than those of the other coasts, as the quantity caught on the former amounts to about two-fifths of the whole catch in Norway.

INCREASED PRODUCTION OF BUTTER IN DENMARK.

[National Tidende, May 22.]

Notwithstanding a considerable increase in butter production, the authorities have not yet considered increasing the butter ration, and that will hardly occur for the present, since the increase has been reckoned on and is not beyond expectations. Production is now at the rate of 25,000 tierces per week. The rationed consumption and the quantity allotted to bakers and restaurants exceed 18,000 tierces, leaving an exportable surplus of 7,000 tierces.

SIX MONTHS' EXPORTS FROM MONCTON.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 2.]

For the half year ended June 30, 1918, the value total of exports for which invoices were certified at the Moncton consulate was \$870,973, representing an increase of \$323,227 when compared with the records of the corresponding period in 1917. This increase was largely accounted for by shipments of rough sawn spruce which were greater in quantity in 1918 by 10,347,468 superficial feet and in value by \$278,157. Fish shipments increased by over \$10,000, and manufactured articles of wool by over \$200,000.

FARM-IMPROVEMENT UNDERTAKING IN EASTERN NORWAY.

[Vice Consul H. E. Carlson, Christiania, May 24.]

A number of the leading business men of Christiania are planning to launch a large agricultural-development undertaking in Solor (a district of Norway lying northeast of this city and adjacent to the Swedish frontier), which is to include the improvement of farms already under cultivation and the establishment of new ones. The company will, for the present, acquire about 5,000 acres, most of which is virgin soil, the remainder being wooded.

Before the plan can be carried into effect several million crowns will have to be raised. This will no doubt be obtained through the formation of a stock company and the sale of shares. The Department of Agriculture has expressed its approbation of the plan.

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GERMANY LOSES GRIP ON ARGENTINE PAPER TRADE.

The United States has supplanted Germany in the Argentine market for paper and paper products, and according to a report issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce, there is a possibility of retaining the advantage when normal conditions are restored. Much will depend upon conditions in Europe after the war and upon the efforts made by the American manufacturer and exporter.

Germany did not manufacture all of the paper it formerly sold to Argentina and other countries. Much of it was brought to Hamburg from the manufacturing Scandinavian countries and from there distributed all over the world. Hamburg is a natural distributing center for paper and its exporters thoroughly understand the business of selling paper in foreign markets. The success of American wholesale paper houses in Argentina during the difficult war years, however, indicates that there will be first-class facilities for placing American paper when the war is over and competition is again keen.

In normal times Argentina purchases about \$500,000 worth of printing machinery annually and an equal amount of type, printing ink, and other supplies. More than 90 per cent of the machinery in use is of European origin, Germany being the principal source of supply. This fact, according to the Government's report, may be attributed almost entirely to the facilities furnished by European supply houses located in Buenos Aires. Since the war started American houses have developed similar facilities and the future prospects are much brighter for the American manufacturer.

The report covers markets in Uruguay and Paraguay as well as in Argentina, being the result of a personal investigation recently completed by Special Agent Robert S. Barrett. Under the title "Paper, Paper Products, and Printing Machinery in Argentina, Uruguay, and Paraguay," Special Agents Series No. 163; it may be purchased at the nominal price of 20 cents from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.

CROPS OF COAHUILA AND NUEVO LEON, MEXICO.

[Vice Consul Thomas Dickinson, Monterey, June 30.]

Reports from the State of Coahuila, Mexico, would indicate a particularly good wheat crop for the current season, the estimate being about 250,000 cargas, equivalent to approximately 1,500,000 bushels. The present price of flour in Saltillo, the capital of the State of Coahuila, is 18.75 pesos, Mexican gold coin, which at the present rate of exchange is equivalent to about \$11.86 United States currency for 112 pounds, and there is a steady market for the commodity.

An exceptionally good cotton crop is also anticipated in that district.

Corn and Bean Crops in Nuevo Leon and Coahuila.

The forecast of the corn crops in the States of Nuevo Leon and Coahuila is very good. It is estimated that the crop will be about 30,000 cargas, or 4,140,000 kilos, equivalent to approximately 165,000

bushels, as against last year's crop of 10,000 cargass, or approximately 55,000 bushels.

The present price of corn in Monterey, Mexico, is about \$23 United States currency per carga of 138 kilos (304 pounds). It is expected that during the early part of July the price will drop to \$21 per carga, and it is thought by corn dealers that the price will continue to drop to about \$15 or \$18.

From January 1 to June 30, 1918, there has been brought into Monterey from the States of Sinaloa, Sonora, Vera Cruz, Mexico, and the United States approximately 600 cars of corn of 25 tons each.

The prospect for the bean crop in the States of Nuevo Leon and Coahuila is also good, the estimate being approximately 18,000 cargass, or 2,484,000 kilos, equivalent to 99,000 bushels. The bean crop last year was 12,000 cargass, or 1,656,000 kilos, equivalent to 66,000 bushels.

The present price of beans in Monterey is about 20 to 21 cents United States currency per kilo (2.2 pounds), and this price will hold until about October or November, when the crop is harvested, and the price fluctuates to about 15 cents per kilo in Monterey.

There has been imported into Monterey from Lower California, Sinaloa, Aguascalientes, and Mexico City since January 1 to June 30, 1918, about 50 cars of beans, each of about 25 tons.

GOVERNMENT INVESTMENTS IN NORTHERN NORWAY.

[Vice Consul H. E. Carlson, Christiania.]

The Norwegian Government has, during the past few weeks, shown a keen interest in the development of the natural resources of the extreme northern part of the country. One purchase has already been arranged, that of the Glomsfjord power plant, and several others are under consideration. The Government has shown its interest in the matter by sending a special committee to the districts under consideration. The committee is accompanied by several members of the permanent budget committee, whose special task it will be to place valuations on the properties inspected.

There are three places in northern Norway in which the Government seems to be especially interested. The first is the Glomsfjord power plant, the purchase of which was authorized some time ago. The second is a large wooded property, now owned by the firm of van Severn & Co., and located at Vefsen, Norway. The third undertaking in which the Government is interested is the Sulitjelma iron mines. The acquisition of the mines is not planned, it being the desire of the Government to bring about an understanding of some kind with the company. The Government is not so much interested in the mines as it is in a power plant which the company wishes to erect. This addition to the plant must be authorized by the State, and before granting the concession the State would like to obtain certain rights in the power plant.

The transactions referred to above represent values of many millions of crowns, and if carried out would mean the expenditure of large sums by the State. The present outlook is that, while the Glomsfjord power plant will be taken over by the Government in the near future, the other two transactions will not be carried out this year.

PROPOSED NEW INSURANCE LAW IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 3.]

The Inspector of Insurance of Brazil, using the authorization of the law of January 5, 1918, which gives the president the power to promulgate new regulations governing domestic and foreign insurance companies, with a view to remodeling the present method of supervision, has just presented to the Minister of Finance a report concerning the existing legislation governing insurance companies operating in Brazil. In his report he points out that the domestic companies have complained bitterly against certain deficiencies of regulation No. 5072 of 1903, which granted certain privileges to companies already existing, and that under these regulations foreign countries operating in this country are in a better position than domestic companies.

In pointing out the necessity for closer fiscalization of insurance companies and the necessity of modifications in the present laws, the enactments of France, Germany, Portugal, Spain, England, and of Massachusetts and New York are cited as examples of the modern tendencies in considering these companies so closely allied to the general interests of the public that strict supervision by the Government is essential. The report further shows that at present certain companies are operating here without having deposited a sufficient guaranty, others without capital or reserves, or without properly registered books in Brazil.

Provisions of New Regulations.

The proposed regulations concerning foreign marine and other insurance companies are said to exact but a minimum guaranty as compared with legislation in other countries, in that they shall keep proper accounts in the Portuguese language of their agencies in this country, use 20 per cent of their annual net profit for investment in property and securities, and not to assume any individual risk greater than 40 per cent of their capital represented in Brazil. The 40 per cent risk limit is considered to be higher than in most other countries, many of which allow as little as 10 per cent.

The appointment of a semiofficial committee, consisting partly of representatives of the insurance companies, to collaborate with the Government in the enforcement of its regulations is considered important, and the successful operation of such commissions in France, Spain, and Germany is used as an example for Brazil to follow.

In a supplementary formal report, the Inspector of Insurance points out that, inasmuch as practically all the foreign insurance companies operating in Brazil are either British or German corporations, it would be well, in order to make these regulations reciprocal, to study the proposed project in connection with legislation existing on this subject in England and Germany. For this purpose the legislation in those countries is published at length, showing especially that foreign insurance companies in no way enjoy any privileges not granted to domestic companies.

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THE SWISS CROPS AT THE BEGINNING OF JUNE.

[Vice Consul James C. McNally, Zurich, June 15.]

The month of May was noted for exceptional lack of rain, the reports indicating much less than half of the normal rainfall for the month and the drought also continued during the first week of June. The effects of the lack of rain were augmented by continuous north winds which dried out the ground and delayed the plant growth.

The condition of the native and tame meadows is much more unfavorable than a month ago. In the earlier hay sections the yield was good, but in the later sections and on lighter soil it was only medium. The first cutting took place earlier this year than ever before and the quality of the hay was excellent. The drought has delayed the growing of the second crop so that a considerable scarcity of green feed may be expected. The development of the alpine meadows has been delayed so that the alpine grazing may in places also be postponed.

The continued dry weather has also affected the grains, particularly the spring grains, which latter are not as good now as was to be expected in view of the favorable sowing and sprouting conditions. On the other hand, however, the fall grains have improved considerably and a somewhat satisfactory yield may be expected. The condition of the wheat and spelt has greatly improved since the first of May. The rye in heavy soils is very good, but in the lighter soils the drought has also been harmful. The prospects for fall barley are good and in places this is already beginning to ripen.

The stand of the different grains at the beginning of June, in percentage of 10 years' average, follows.

Crop.	1916	1917	1918	Crop.	1916	1917	1918
	<i>Per-centage.</i>	<i>Per-centage.</i>	<i>Per-centage.</i>		<i>Per-centage.</i>	<i>Per-centage.</i>	<i>Per-centage.</i>
Winter wheat.....	102	95	92	Summer barley.....	101	100	95
Summer wheat.....	103	98	94	Oats.....	103	100	94
Winter rye.....	106	95	100	Spelt.....	106	100	97
Summer rye.....	103	99	97	Mixed corn.....	105	94	100
Winter barley.....	104	98	101				

Condition of the Fruit, Nut, and Vegetable Crops.

According to present prospects the cherry yield will be less than last year. Unfavorable weather conditions during the blossom, together with frost damages, June bugs, and other insect pests, have contributed to this condition. The prospects vary in different sections, ranging from very good to poor, and in the average the prospects for the entire of Switzerland is 80 per cent of a normal crop.

The apple crop, according to the present prospects, will not be as good as was expected a month ago. The prospects in the Cantons of Aargau, Basel, Zurich, and Thurgau are more unfavorable than in the Cantons of Berne, Fribourg, and Wallis.

The yield of pears will be poor and at best only half of last year's crop.

The prospects for prunes will be similar to those of cherries, with

the exception that future weather conditions will exercise the greater influence.

The walnut yield will be somewhat less than last year, but the grapevines are hanging very full, and according to present conditions the crop should be satisfactory.

The potato prospects have in general been excellent and the beets (Bunkeln) have also been satisfactory, but all such vegetables have suffered on account of the drought which hindered the setting out and transplanting.

The vegetables also suffered greatly in all parts of Switzerland because of a cold spell the 5th and 6th of June, which particularly affected the beans and potatoes and in some regions also somewhat affected the crop prospects.

PROPOSED MONETARY REFORM IN SPAIN.

The Spanish Ministro de Hacienda (Secretary of the Treasury) has introduced into Congress a bill calling for the gold standard and redemption of the foreign indebtedness. The main features of the bill, which is given in full in *España Economica y Financiera*, of Madrid, for May 25, 1918, are as follows:

- (1) If the bill is passed, it is to become effective July 1, 1919.
- (2) The silver coin of 5 pesetas is made legal tender only up to 50 pesetas.
- (3) A mint is to be established at once to coin gold. Until sufficient gold coins have been minted foreign gold coins will be accepted after their value in pesetas has been stamped on them.
- (4) The demonetization and sale of the surplus silver is to proceed with all possible speed after July 1, 1919, when the gold standard will be in full force.
- (5) To defray the expenses of the redemption and sale of the silver money an unlimited credit is authorized from the general State budget; at least 10,000,000 pesetas is to be utilized annually for this purpose.
- (6) The Government is authorized to amortize, wholly or in part, the perpetual external debt. The proceeds of the sale of silver abroad may be applied to the redemption of that portion of the external debt not domiciled in Spain.
- (7) During the period of demonetization of silver gold coins are not to be minted of a value less than 20 pesetas.
- (8) The 25-peseta notes of the Bank of Spain will be retired from circulation on January 1, 1919.
- (9) The Ministro de Hacienda is authorized to make the necessary arrangements to carry out this law.

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NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 CHATTANOOGA: South American Agent, Southern Railway System.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

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PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Building construction, No. 5314.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 29, 1918, for a two-story barracks building 48 by 90 feet, with a one-story extension 24 by 28 feet, of wood frame construction with stucco or metal lath exterior, plastered interior walls, heating, electric lighting, and plumbing systems, at the Naval Radio Station, San Diego, Cal.

Vault construction, No. 5315.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until July 31, 1918, for the construction of entrances for three safety vaults and furnishing certain vault lining and infusible metal alloy shapes for the United States assay office at New York, N. Y.

Kitchen utensils, etc., No. 5316.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until July 22, 1918, for furnishing and delivering steel batter whip and mixers, biscuit cutters, cake turners, can openers, egg beaters, flesh forks, knife and saw combination, soup ladles, spice boxes, spoons, tea steepers and strainers, etc. Circular No. 835.

Electric lighting, No. 5317.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 29, 1918, for furnishing and installing high-tension switchboard of one panel, primary and secondary wiring, cables, conduits, transformers, panel boards, supports, receptacles, fixtures, lamps, reflectors, and accessories for complete lighting and power systems for the shipbuilding Slip No. 2 at the Navy Yard, New York, N. Y.

Building construction, No. 5318.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until July 31, 1918, for the construction of the United States assay office at New York, N. Y.

Cutlery, etc., No. 5319.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 22, 1918, for furnishing in equal quantities to be delivered each month from July to December, 1918, the following: Carving forks, flesh forks, table forks, knife sharpeners, bread knives, butchers' knives, carving knives, table knives, razors, saws, shears, spatulas, teaspoons and table-spoons.

Machine parts, No. 5320.—Sealed proposals will be received at the office of the Chief Clerk, Department of Commerce, Nineteenth Street and Pennsylvania Avenue, Washington, D. C., until July 22, 1918, for finishing special machine parts for the Department of Commerce.

Consul H. Abert Johnson reports that the water-supply department of Dundee, Scotland, realized a profit of \$3,815 on the past year's workings, revenue having totaled \$335,195 and expenditures \$331,380. Adding the amount brought forward, the books of the department show a total credit balance of \$14,310.

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Washington, D. C., Saturday, July 13

1918

CONTENTS.

	Page.		Page.
Shipments of manganese from British Columbia	161	Forecast of Argentina's 1917-18 cereal crop	164
Prices of Sicilian raw silk and cocoons	161	Production of Korean insect powder	166
New Japanese steamship line to Brazil	162	Commerce through the Sault Ste. Marie Canals	167
Standard size of catalogues recommended	162	Publication of centennial book of Rio de Janeiro	168
American participation in Chilean fair	162	Catalogue desired in Chile	168
Japanese measures to lower price of rice	163	"Peat wool" a new Scandinavian substitute fiber	169
		Foreign interests in Egypt	170

SHIPMENTS OF MANGANESE FROM BRITISH COLUMBIA.

[Consul E. A. Wakefield, Fernie, British Columbia, Canada, June 27.]

Shipments of ore have commenced from the manganese deposits mentioned in a previous report from this consulate. [See **COMMERCE REPORTS** for Mar. 19, 1918.] The mine is $6\frac{1}{2}$ miles from Kaslo, British Columbia, on the Kaslo and Nakusp branch of the Canadian Pacific Railway and is about $\frac{1}{4}$ mile from the railway line.

It is apparently a surface deposit covered by from 6 inches to 2 or 3 feet of earth. The output is about 25 tons per day and is being shipped to the United States. There appears to be a considerable body of ore in this deposit, ore estimates varying all the way from 2,500 tons to 12,000 or 15,000 tons.

The ore contains approximately 40 per cent manganese, as shown by the assay of first car shipped, which follows: Moisture, 25.33 per cent; manganese, 39.65 per cent; iron, 4.40 per cent; silica, 10.98 per cent; phosphorus, 0.0074 per cent.

PRICES OF SICILIAN RAW SILK AND COCOONS.

[Consul Robertson Honey, Catania, Italy, June 6.]

The latest bulletin of the Messina Chamber of Commerce gives the local market price for raw silk (Sicilian and Calabrian quality) as 152-154 lire per kilo; extra, 156-158 lire. In February, 1918, corresponding prices were 127-130 lire and 138-142 lire. In December, 1916, corresponding prices were 80-82 lire and 84-86 lire.

Cocoons are 37-38 lire per kilo, as against 30-32 lire in February, 1918, and 18.50-19.50 lire in December, 1916.

The kilo is equivalent to 2.2 pounds, and, in normal times, the lira is worth \$0.193 United States currency. [The New York quotation for the Italian lira on July 11 was \$0.114.]

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NEW JAPANESE STEAMSHIP LINE TO BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, May 31.]

The chargé d'affaires of Japan to Brazil has communicated to the Brazilian Minister of Foreign Affairs the following facts concerning the establishment of a new Japanese steamship line to Brazil.

In addition to the Osaka Chosen Kaisha (Osaka Mercantile Steamship Co.), which began operations in 1917 and has since maintained a regular line of steamers between Japan and South America, another company, the Nippon Yusen Kaisha (Japanese Mail Steamship Co.) has now determined to establish a similar steamship service to South America.

Since 1912 the Japanese Mail Steamship Co. has been sending ships to Brazil at frequent intervals, but without regular schedule. However, in February, 1918, due to the great increase in Japanese trade with Brazil, this company decided to establish a regular steamship service, with vessels at intervals of two months. These ships will be routed via South African ports and will touch at Rio de Janeiro, Santos, and Buenos Aires.

STANDARD SIZE OF CATALOGUES RECOMMENDED.

At the recent annual convention of the National Retail Hardware Association, which is made up of affiliated associations from 29 or more of the States, a resolution was passed indorsing the recommendation of the National Association of Purchasing Agents that 7½ by 10½ inches be the standard size for all catalogues and similar literature, as standardization of catalogue sizes will add greatly to the convenience and economy of printing, mailing, handling, and filing.

AMERICAN PARTICIPATION IN CHILEAN FAIR.

[Consul John R. Bradley, Punta Arenas, May 19.]

Preparations have begun for the Second Annual Territorial Exhibition, which will take place at Punta Arenas in February, 1919, and will last three or more days.

It is expected that much more interest will be taken in the coming exhibition than in the one held in February of this year. [See COMMERCE REPORTS for Apr. 30, 1918.] At the fair this year the exhibits were principally farm produce and live stock, but there was quite a large display by one firm of American-made machinery—home electric-light plants, farm implements, sheep-shearing machines, etc.

American manufacturers and exporters interested in having their wares shown at the fair next year should take the matter up now with local firms, offering to supply them with advertising literature and at the same time giving them some idea of the proper manner of fitting up a display booth. Cameras, phonographs, milk separators, roasted-peanut machines, aluminum utensils, farm implements and tractors, canned food, confectionery, typewriters, and sewing machines are some of the lines that would be appropriate.

If American manufacturers in writing on this subject to their local representatives or customers will at the same time send the writer a copy of their letter he will take pleasure in doing everything he can to help the local concerns make the exhibit a success.

JAPANESE MEASURES TO LOWER PRICE OF RICE.

[Extract from "Sale and Frazer Geppo," Tokio, May 15, transmitted by Consul General George H. Seidmore, Yokohama.]

To lower the price of rice in Japan, the Government recently decided to appoint several large firms to act as official importers of foreign and colonial rice, and then will require that the rice be sold at a price to be fixed by the Government. When this price means a loss to the appointed importers, the actual loss will be offset through compensation by the Government. The Government also proposes to supplement this process with the purchase of foreign rice through its own agents.

The enforcement of the Emperor's proclamation was shouldered upon a newly formed bureau, the Extraordinary Foreign Rice Control Bureau of the Department of Agriculture and Commerce. To this bureau were called the representatives of the Mitsui Bussan Kaisha, Yuasa & Co., and several other leading import firms that are to be named official importers. Those experts pointed out problems to be solved.

The Government apparently prefers Rangoon rice to all other foreign paddies. However, very little Rangoon rice was imported during the first two months of 1918. The rice imports for that period were from Saigon, 123,133 koku (630,400 bushels); Rangoon, 2,670 koku (13,660 bushels); Siam, 72,642 koku (371,900 bushels), China, 4,221 koku (21,600 bushels); and all other countries, 11,890 koku (50,870 bushels). Investigations so far made indicate that Rangoon has the largest supply for export on hand, and should sell it at the most favorable rate, if space can be arranged to carry the rice to Japan.

Transportation of Rangoon Rice to Japan.

One shipowner has estimated that if 1,000,000 koku (5,119,000 bushels) are to be bought in Rangoon, it would require 160,000 tons of space to convey it. He said all ships from Calcutta should be obliged to stop en route to take on part of a cargo of Rangoon rice.

On this point Mr. Uchida, vice minister of communications, offered encouragement. He said that as soon as a formal request is received from Mr. Nakashoji, Minister of Agriculture and Commerce, the Department of Communications will at once start to find the space. Mr. Uchida said that sufficient tonnage is obtainable, and the only point to consider is how much freightage is to be paid.

As a further measure to lower the price of rice, the Government on April 27 opened up a new field of supply. On that date it removed its fast and tight prohibition against the selling of inferior rice. By increasing the supply of rice for sale this measure is hoped to reduce prices sharply.

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NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 849 Henry Building.

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PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FORECAST OF ARGENTINA'S 1917-18 CEREAL CROP.

[Consul General Henry W. Robertson, Buenos Aires, June 1.]

The Review of the River Plate for May 31 contained translations from reports made by Dr. Emilio Lahitte, Director of Rural Economy and Statistics of the Ministry of Agriculture, upon the maize harvest and the linseed and oats harvest of Argentina for 1917-18. Regarding the maize forecast the Review comments editorially:

We publish this week a translation of the note in which—on 28th instant—the Director of Rural Economy and Statistics presented his forecast of this year's maize crop to the Minister of Agriculture. The document is especially interesting to-day when the problem of the disposal of the maize surplus is causing very considerable concern. It can not be claimed that the note of the Director of Rural Economy and Statistics offers any immediate solution of the difficulty, but it contains sound advice for the future. The outlet for maize in the form of alcohol is too limited in scope to exercise any great influence. Dr. Lahitte is of opinion that the most profitable application of the country's annual maize surplus—or, at least, of a considerable proportion of it—lies in its utilization as a pig-fattening feed, provided the pig produced conforms to the type which can suitably be used for export by the frigoríficos.

Dr. Lahitte places the maize harvest of 1917-18 at 4,335,000 metric tons, of which he estimates the Province of Buenos Aires will supply 2,140,000 tons, Cordoba 280,000 tons, Santa Fe 1,700,000, Entre Rios 56,000, Pampa 19,000, other Provinces and Territories 140,000. During the last quinquennial period the quantity of maize required for home consumption and seed ranged between 1,700,000 and 2,000,000 tons, so that unless new uses are found for this grain there will be a surplus of some 2,000,000 tons for export.

Corn for Fattening Pigs—Other Uses.

In good harvest years, when Argentina has as high as 5,000,000 tons of maize for export, Dr. Lahitte points out that this country's surplus is almost equal to the world-export of the grain, with the natural result that markets are glutted. Continuing, he states:

The depressing consequences of this fact have frequently been felt, and many are the investigations and studies which have been carried out and the monographs which have been written on the matter from the foundation of the Ministry of Agriculture up to the present time. In all these investigations the fact has been affirmed that the transformation of maize into alcohol, starch, fatty substances, glucose, etc., and above all in producing beef or pork, augmented to an extraordinary degree the profitable utilization of this grain, but up to now little or nothing has been done in this sense. In explanation of this fact, in the investigations which have been carried out, the "lunernadores" (graziers) have said that given the extensive condition of the Argentine pastoral industry, when maize is not very cheap, it is more profitable to fatten steers on alfalfa or on good natural grass, and the supplementary ration of maize is relatively insignificant. The "chacareros" (grain growers) point out that when the price of maize is below 3 pesos on the farm, it would be desirable to fatten pigs, but they lack resources to purchase them at a moment's notice, and they have proved moreover that when there is an abundance of pork in the domestic market the prices fall greatly because the capacity of internal consumption is limited and does not respond to the increased offer. I would cite the results of the propaganda which was made in the year 1913 in favor of augmenting the production of pigs, taking into account the price then ruling, which was 0.92 peso m/n per kilo [the paper peso is worth about \$0.45 U. S.; a kilo is equivalent to 2.2046 pounds] of dead meat placed in the market of Buenos Aires. When the supply increased, the price dropped to 0.42 peso m/n. The frigoríficos have made an active propaganda, affirming in their circulars that Argentina should be one of the first countries in the world in the pork industry, and expressing the opinion that no other country could produce pork so cheaply if the industry were organized on a rational basis. "All the frigoríficos are interested

in the commerce of pig products, but it is indispensable that they should be produced in the conditions which the markets importing the article exact."

The production of alcohol has attained under present circumstances to 20,000,000 liters [liter=0.26417 U. S. liquid gallon], which would represent more or less 70,000 tons of maize, excluding vinous alcohol and that extracted from cane. That is not a quantity which could have much influence on the maize supply and demand. Furthermore, it ought to be taken into account that the increase noted in the production of alcohol is due to the exportation of that article, which commenced in the year 1914; before that period our statistics show no appreciable exports of alcohol. In 1914, 859,505 liters were exported; in 1915, 5,749,786; in 1916 the exports rose to 16,015,316 liters; while those of the first 9 months of 1917 were 2,521,007 liters. Should this exportation cease after the war, the quantity necessary for internal consumption exclusively would be below that of the present figures.

Admitting once again that maize may have many industrial applications and that employing it in the feeding of pigs and steers the production of meat would be increased with great benefit for the agriculturist and for the country, we have to recognize that all this can not be improvised in one or two months and that neither can it be the exclusive work of the Government. The colonists show little interest in the fattening of pigs on their chacras, because they have not felt the benefits which this brings them, and above all because they lack resources to acquire pigs and the knowledge whereby to produce the qualities most suitable for the export trade. Of a total of 77,000 chacras on which cereals are grown within the radius of cereals cultivation, there are 53,000 which are worked by tenants, and almost all are leased at so much per cent of the produce, from which it can be inferred that those most interested in sustaining, promoting, and giving increased value to maize cultivation are the proprietors themselves. * * *

The narrow limits of internal consumption do not respond to the amplitude of the supply offered, but should exportation level this state of affairs by an increased demand through the frigoríficos, it would be sufficient that on the one hand a minimum remunerative price should be given, and that on the other a suitable provision should be assured with respect to time, quantity, and quality in order to respond to that demand. The internal consumption does not suffice to develop the porcine industry but an agreement between the frigoríficos and the producers could open up a world-wide market to it.

Linseed and Oat Yields.

In his report on the linseed and oat crops, being his second forecast of the 1917-18 harvest of these grains—Dr. Lahitte estimates the linseed yield at 562,500 tons and oats at 1,100,000 tons, as follows:

Province.	Linseed.	Oats.
	<i>Tons.</i>	<i>Tons.</i>
Buenos Aires.....	120,500	850,000
Cordoba.....	80,000	26,000
Santa Fe.....	225,000	24,000
Entre Rio.....	121,000	60,000
Pampa.....	4,000	90,000
Other provinces and territories.....	12,000	30,000
Total.....	562,500	1,100,000

Discussing the probable quantity of these cereals available for export and the rate at which shipments have been going forward, the director says:

In view of these figures, the calculations relative to the quantities of these cereals necessary to satisfy home consumption, take a secondary place, in order to give preference to the problem presented by the commercial distribution of the surplus, given the abnormal circumstances which to-day perturb the universal market. In my report of December 26, 1917, I calculated the wheat available for export at 4,000,000 tons. It is not yet possible to state with any exactitude the quantity of oats thrashed, because the high price of

bags and of binder twine raised the cost of production above the prices of this grain at the time of the harvest, so that many agriculturists preferred to utilize the oats as forage. For that reason I consider as provisional the figures which relate to the quantities of oats exportable. This would give: Wheat, 4,000,000 tons; linseed, 410,000 tons; oats, 500,000 tons; probable quantity available for export, 4,910,000 tons.

There were exported up to April 30 last 706,000 tons of wheat, 143,576 tons of linseed, and 44,468 tons of oats, or, say, a total of 894,044 tons, and there would remain for export 4,015,956 tons, or, say, 82 per cent. In order that the exportation should be completed by the end of the current year—that is to say, before the yield of the 1918-19 harvests comes on to our markets—it would be necessary to export 502,000 tons per month, and it is very certain that up to now shipments have not attained this proportion.

Storage Sheds at Ports Recommended.

To permit of a clearer appreciation of this, I give below the proportions of the shipments of the quinquennial period 1913-1917 during the first four months of each year January 1 to April 30, compared with the total exportation of the year:

First four months.	Wheat.	Linseed.	Oats.	First four months.	Wheat.	Linseed.	Oats.
	Per cent.	Per cent.	Per cent.		Per cent.	Per cent.	Per cent.
1913.....	73.9	51.1	69.3	1916.....	38.2	49.0	24.4
1914.....	62.5	65.5	77.8	1917.....	67.2	22.1	57.2
1915.....	59.1	39.5	64.3	1918.....	17.6	36.0	.....

In view of these figures, and given the uncertainty which present circumstances justify, may I be permitted to point out the desirability of anticipating the necessity of making available suitable storage accommodation in the form of sheds, etc., at the ports of shipment, so that at any moment it may be possible to relieve the sheds at the railway stations when the limits of their capacity so demand or facilitate the better utilization of the rolling stock when an unexpected affluence of shipping would call for rapid transport to the ports.

PRODUCTION OF KOREAN INSECT POWDER.

[Consul Raymond S. Curtice, Seoul, Apr. 24.]

Authorities of the Government General estimate Chosen's production of chrysanthemum powder in 1917 at 900 pounds, with an additional 330 pounds of the dried flowers, unground. In their opinion this quantity could be much increased in the future were sales contracts made for the product, in which event they place the probable output of powder and unground flowers at:

Province.	Dried flowers.				Powder.			
	1918	1919	1920	1921	1918	1919	1920	1921
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
North Chusai.....	.....	.....	.....	.....	300	300	300	300
South Chusai.....	1,240	2,315	3,140	.....	.....	.....	.....	.....
North Zensu.....	.....	.....	.....	.....	1,240	1,240	1,240	1,240
North Kelsbo.....	620	3,635	12,070	3,430	1,040	1,040	1,040	1,040
Total.....	1,860	5,950	15,210	3,430	2,580	2,580	2,580	2,580

The variety used is the *Chrysanthemum cinerariaefolium* and the powder is employed, as in the United States, for killing insects.

[A list of the principal growers of Korean insect flowers may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 102991. For a report on the Japanese insect-powder trade see COMMERCE REPORTS for Feb. 5, 1918.]

COMMERCE THROUGH THE SAULT STE. MARIE CANALS.

JUNE.

Articles.	United States Canal.		Canadian Canal.		Total.	
	1917	1918	1917	1918	1917	1918
EASTBOUND.						
Copper..... short tons	22,268	7,927	1,331	3,535	23,599	11,462
Grain..... bushels	9,936,859	208,500	4,607,044	529,002	14,533,933	737,502
Flour..... barrels	853,190	831,060	423,878	455,600	1,274,028	1,286,660
Iron ore..... short tons	7,525,150	8,364,242	1,903,201	1,512,671	9,518,351	9,876,913
Lumber..... M feet	50,306	49,335	1,358	2,795	51,664	52,130
Stone..... short tons				2,400		2,400
Wheat..... bushels	16,292,901	2,347,031	10,325,995	1,686,300	23,618,996	4,033,331
General merchandise, short tons	32,977	1,625	6,671	3,637	39,648	5,262
Passengers..... number	671	489	1,647	1,339	2,318	1,828
WESTBOUND.						
Coal:						
Hard..... short tons	310,746	280,947	16,400	8,000	327,146	288,947
Soft..... do	1,666,787	1,526,218	129,631	122,810	1,796,418	1,649,028
Flour..... barrels	80				80	
Manufactured iron, short tons	11,416	1,934	2,387	1,200	13,803	3,134
Iron ore..... do	1,014	11,961	3,248		4,262	11,961
Salt..... barrels	101,513	8,193		4,605	101,513	12,755
Oil..... short tons		45,974		2,781		45,754
Stone..... do		98,899		6,812		105,701
General merchandise, do	173,808	34,049	40,361	33,217	214,169	67,266
Passengers..... number	208	106	2,136	1,594	2,344	1,700
TOTAL.						
Freight:						
Eastbound..... short tons	8,413,434	8,617,166	2,440,696	1,637,307	10,854,130	10,254,473
Westbound..... do	2,179,006	1,988,102	192,027	179,444	2,371,033	2,167,546
Total.....	10,592,440	10,605,268	2,632,723	1,816,751	13,225,163	12,422,019
Vessel passengers..... number	2,681	2,345	855	733	3,536	3,078
Registered tonnage..... net	8,212,610	7,998,167	1,949,002	1,492,234	10,161,612	9,490,401

THREE MONTHS ENDING JUNE.

EASTBOUND.						
Copper..... short tons	32,061	20,129	3,758	5,560	35,809	25,698
Grain..... bushels	22,731,894	6,209,812	9,460,658	4,798,109	32,192,482	11,007,981
Flour..... barrels	1,401,480	1,369,290	748,708	775,440	2,159,188	2,144,730
Iron ore..... short tons	11,531,404	15,093,331	3,423,414	3,725,932	14,954,818	18,816,261
Lumber..... M feet	73,830	83,073	1,358	4,704	75,188	87,777
Stone..... short tons		1,540		6,251		7,790
Wheat..... bushels	42,686,225	7,943,133	21,888,730	3,164,417	67,574,955	11,107,550
General merchandise, short tons	39,374	10,637	12,342	5,028	51,716	15,665
Passengers..... number	671	539	1,921	1,585	2,592	2,114
WESTBOUND.						
Coal:						
Hard..... short tons	617,348	413,597	44,600	21,505	661,948	435,102
Soft..... do	2,859,272	3,313,251	301,581	301,828	3,160,853	3,615,079
Flour..... barrels	80				80	
Manufactured iron, short tons	25,542	8,310	3,308	2,741	28,530	11,051
Iron ore..... do	14,897	26,632	5,248		20,145	26,632
Salt..... barrels	166,192	19,985	54,600	5,605	223,792	25,590
Oil..... short tons		77,644		2,781		83,425
Stone..... do		149,323		6,812		166,155
General merchandise, do	306,272	60,742	77,572	61,165	384,844	121,907
Passengers..... number	227	108	2,363	1,919	2,590	2,027
TOTAL.						
Freight:						
Eastbound..... short tons	13,565,774	15,752,227	4,437,194	4,024,385	18,002,968	19,778,612
Westbound..... do	3,848,258	4,069,484	440,109	402,457	4,288,377	4,471,941
Total.....	17,414,042	19,821,711	4,877,303	4,426,842	22,291,345	24,248,553
Vessel passengers..... number	4,440	4,568	1,540	1,484	5,984	6,052
Registered tonnage..... net	13,890,070	15,458,378	3,746,808	3,373,078	17,635,878	18,831,416

PUBLICATION OF CENTENNIAL BOOK OF RIO DE JANEIRO.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, May 28.]

Preparations are being made, under the direction of the Prefect of the Federal District of Brazil, for the publication in 1922 of a "Centennial Book," commemorating the hundredth anniversary of the independence of Brazil.

This book will contain engravings of the various coats of arms used by the Federal District since 1822; a facsimile of the Declaration of Independence; names and photographs of presidents of the municipal councils and of the prefects; and essays on selected subjects, among which will be the following: Charts and maps of the Federal District; Legislative and administrative organizations; Population, by decennial periods, since 1822; Professions, arts and letters, and occupations; Ports, commerce, and navigation; Highways; Mechanical industries; Mineralogy and geology; Education; Municipal property; Telephones; Food production; Journalism and the press; Charitable institutions; Manners and customs of the people; Public health, ambulance service, and municipal sanitation.

CATALOGUE DESIRED IN CHILE.

[Consul John R. Bradley, Punta Arenas, May 17.]

Owing to the high prices that have prevailed for the principal commodities exported from this territory, principally wool, frozen meat, and meat products, there will probably be a considerable demand for additional and more modern equipment for local establishments when freight rates are easier and prices perhaps more favorable. It is suggested that catalogues and price lists, or at least approximate information as to prices, be furnished to local firms and to this consulate for the following lines: Canning machinery; refrigerating machinery; box, barrel, and general wood-working machinery; stenciling devices; labels; sheep-shearing machinery; electric light plants (for works installation); sheep dip; appliances and chemicals for wool mongeries; antifouling compounds for hulls of vessels (formerly all came from Germany); solder; sheep shirts (the inclosing sack in which frozen meat is shipped); smooth black and galvanized wire (for fences on sheep farms); corrugated galvanized iron; soap-manufacturing machinery; shipyard machinery and appliances and general machine-shop machinery.

It is desirable that the catalogues be in Spanish, although those in English will be of use to a number of firms that have English employees.

[A list of the firms and of the various municipal departments that would also be glad to receive catalogues of interest to them may be obtained from the Bureau of Foreign and Domestic Commerce and its district or cooperative offices by referring to file No. 103309.]

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

"PEAT WOOL" A NEW SCANDINAVIAN SUBSTITUTE FIBER.

[Berlingske Tidende, Copenhagen, Denmark, May 1.]

Last fall we mentioned that people in Sweden were investigating the proposition of using peat fiber as a substitute material in the textile industry. On the initiative of Prof. G. Selligren, of the Technical High School in Stockholm, the question was taken up for investigation, and this has given such results that a stock company has been formed, under the name "Fiberuld" (which is what the Swedes call the new material), and is now equipping a factory at Hadenge in Jonkoping Len for spinning fiber of peat taken from the large bogs there. After many experiments an economical method of extracting peat fiber or peat litter has been worked out. The fiber obtained will be dealt with further, carded, spun, and woven in a factory which the company is establishing near Goteborg.

The peat wool can be made into matting, carpet stuffs, etc., in various colors, while by mixing in 10 per cent of animal hair it can be used for felt soles in footwear. The most surprising development is the weaving of cloth, in order to do which 30 to 40 per cent of wool is mixed in. This product can hardly be distinguished from cloth made from wool alone, so soft is the feel of it. The strength is such that while wool thread can bear 9 kilos [19.8 pounds] the fiber-wool thread can bear 13 kilos [28.7 pounds], which also shows that the fiber wool is usable for binder twine.

Cost of Production.

According to calculations the fiber wool can be produced for 40 ore per kilo [\$0.107 per 2.2046 pounds or \$0.0486 per pound], which shows that 3 kilos containing one part clean wool and two parts of fiber wool will cost at present 8.80 crowns [\$2.36] while 3 kilos of wool alone costs 24 crowns [\$6.43]. The peat that can not be used for "wool" can be used as peat litter (70-75 per cent) or made into briquets for fuel.

The method, with the necessary machinery, is patented in Sweden. We understand the rights have been bought by a Danish syndicate, and one can reckon that in the near future peat fiber will also be produced in Denmark in connection with one of our largest textile mills. The machine question can easily be easily solved, so that the matter will not meet with difficulties in that way.

[Berlingske Tidende, May 2.]

Danish Syndicate To Undertake Manufacture of Peat Wool.

Yesterday morning we mentioned that there was a possibility that the "wool" in our marshes would be utilized in the textile and cloth industry, as a Danish syndicate has procured the right of using in Denmark a patented method, with machines belonging thereto, for the winding and treatment of peat wool.

The method that will be used in Denmark for the production of peat wool differs on various points from the one which the Swedish factory uses, the aim being to make the fiber as crimpy and curly or, in other words, as "woolly" as possible. This permits the use of the peat wool without the addition of wool or cotton; or, where such admixture is necessary, only a small percentage is needed, which of course makes this way of preparation more economical than the other.

One of our largest textile factories is negotiating with the Danish company which has bought the right of utilization here, and it is therefore quite possible that before long we will have a Danish industry founded on peat wool. Furthermore, it is not only in this industry that the wood wool can be utilized, but, for example, also for the preparation of cardboard for boxes, etc. For this is used a mixture of 70 per cent fiber and 30 per cent wood pulp.

The first step in the preparation of peat fiber will be taken at the spot where the peat is cut. From the marshes the fiber will then go to the mills, to be spun into thread and woven into cloth of different kinds, and lastly will end at the tailor's, whose small stock of fabric will then be replenished. Such is the outlook for the future, and with the samples that we have seen of "peat cloth" this will soon be realized.

FOREIGN INTERESTS IN EGYPT.

[Consul Paul Knabenshue, Cairo, May 9.]

The determination of even an approximate estimate as to the relative importance of foreign interests in Egypt is extremely difficult. The only published statistics available to enable one to make a reliable comparison are limited primarily to the customs returns and the census.

The customs returns give the declared imports and exports by countries, but the figures are not strictly correct, as in many instances, notably in connection with American articles, the imports and exports are credited to the country where transshipments are made. The only other source of statistical information which can be accepted with any degree of accuracy is that section of the census of Egypt which deals with the foreign population of the country. Until 1917 no thorough system of compiling census returns was employed, but as the data secured during last year's census are not yet available it is necessary to revert to the census returns of 1907.

Investments of Foreign Capital.

Statistical and financial experts are of the opinion that it would be impossible to secure accurate figures as to the total amount, or the separate amounts by countries, of foreign capital invested in Egypt and that in consequence it would be difficult to even estimate the relative approximate amounts in percentages for each country. The reason for this is to be found in the fact that there are so many mixed corporations operating here, such as Anglo-French, Franco-Italian, and Anglo-Egyptian. It is even impossible to look to the public debt of Egypt for the desired information as the bonds are held throughout the continent of Europe and in Egypt. The coupons may be paid in Alexandria, Cairo, London, Paris, and Berlin, but even the returns from these centers will not give accurate information as to the nationality of the holdings, as the coupons are frequently sent for collection wherever the rate of exchange is most favorable. For instance, Egyptian bondholders have recently been sending their coupons to London for collection, the rate of exchange making it more profitable to do so even after the payment of transportation and insurance.

Foreign Population in Egypt.

Below is given an extract from the 1907 census report of Egypt:

The following figures give a comparative statement of the nationality of the European population of Egypt according to the censuses of 1897 and 1907:

Nationality.	1897	1907	Nationality.	1897	1907
British.....	19,563	20,653	Russian.....	3,192	2,410
French.....	14,172	14,591	Swiss.....	473	637
Greek.....	38,208	62,973	Belgian.....	256	340
Italian.....	24,454	34,926	Dutch.....	247	153
Austrian.....	7,115	7,704	Spanish.....	765	737
German.....	1,281	1,947			

It will be noticed that the Greek and Italian colonies experienced very striking increases, 65 per cent in the case of the former and 43 per cent in the case of the latter; the German colony, although still not very large, increased by 44 per cent in the decennium 1897-1907.

The populations of colonies of foreigners, however, present special peculiarities of which consideration must be taken. They rely for their increases on two factors, namely, immigration and reproductive increases.

Now, it is probable that the second factor exerts a very much larger influence in the case of the inhabitants from the southern part of Europe than in the case of those from the northern countries of Europe. Notably in the case of the Greeks and Italians it exerts its full influence, while probably at the other extreme of the scale, only the first factor exerts any appreciable influence, as in the case of the British. The large Greek and Italian populations are colonies of settlers who, for long periods of years, look upon Egypt as their homes; whereas the British, French, and Germans regard Egypt as a foreign country in which, by force of circumstances, they are destined to spend a part of their lives, but they do not, as a rule, look forward to the prospect of their children establishing themselves in the country. Furthermore, it is probable that the proportion of unmarried persons among members of the northern nations far exceeds that among the southern nations, and even those having families frequently send their children to be educated in their own country.

Hence the increases of Greeks and Italians should be regarded as the sum of increases due to immigration and reproduction, whereas the increases of foreigners of the other nationalities display the influence of these two factors in varying but indeterminate degrees, till, in the case of the British, for example, the influence of the reproduction factor almost entirely vanishes. These considerations must carefully be borne in mind when drawing deductions from the data regarding the increases of foreigners.

Data do not, to my knowledge, exist for framing theories to account for the particular increases enumerated above, but perhaps the explanation of the increase of Germans may be hazarded that German commercial enterprise has made very rapid strides in the country of recent years.

Finally, it should be mentioned that the totals included in the nationality table are very possibly defective on account of the unavoidable difficulties surrounding the taking of a census of Europeans by a staff of Egyptian enumerators.

Percentages of Foreign Population—Americans in Egypt.

Taking the figures for 1907 as a basis, the percentages of the foreign population in Egypt are as follows: Greek, 42.8; Italian, 23.7; British, 14.1; French, 9.9; Austrian, 5.3; Russian, 1.7; German, 1.3; Spanish, 0.5; Swiss, 0.4; Belgian, 0.2; and Dutch, 0.1.

The number of Americans resident in Egypt, including men, women, and children, whose registrations have been approved by the Department of State since the registration undertaken in 1917, is 242. The number of those who have registered but whose registrations have not yet been approved is 128. If the registrations of the persons included in the last two categories were to be approved by

the Department of State, the total number of Americans in Egypt would be about 400.

The American population in Egypt is made up almost entirely of missionaries; as their number has materially increased during the past 10 years, it is believed that the American colony here in 1907 amounted to not more than 200 persons. This being so, the relative importance of American interests as regards population in 1907 would have been only about one-tenth of 1 per cent of the total foreign population. However, a very important factor in this regard is the large floating population made up of American tourists, numbering several thousands, who have for years, before the war, been regular visitors to Egypt during the winter months and who contribute very largely to the welfare of this country.

Commercial Relations with Foreign Countries.

In view of the fact that the normal trade of Egypt has been disrupted during the course of the present war, the figures for this

period would not accurately represent the country's foreign commercial relations. Consequently the figures for 1911, 1912, and 1913 are used as a basis upon which to reach a conclusion as to the relative normal importance of the various foreign countries in their trade relations with Egypt.

The table given below shows the imports and exports of Egypt by countries for the three years 1911-1913, the average for the period, and the percentages showing the extent to which each foreign country participated in this trade:

Countries.	1911	1912	1913	Average.	Percent- age of total.
IMPORTS FROM—					
Great Britain.....	\$49,547,285	\$47,792,005	\$52,409,800	\$49,916,365	37.0
Turkey.....	14,044,320	13,768,615	13,619,490	13,810,810	10.2
France.....	14,199,095	12,416,370	12,880,493	13,165,320	9.8
Austria-Hungary.....	9,944,040	8,399,155	9,702,560	9,348,585	6.9
Germany.....	7,503,725	7,105,900	8,044,405	7,551,340	5.6
Italy.....	7,308,000	6,213,645	7,365,165	6,962,270	5.2
Belgium.....	4,799,315	5,513,555	5,899,990	5,400,955	4.0
Russia.....	4,254,055	3,822,575	4,454,330	4,176,985	3.1
Greece.....	2,449,995	2,740,980	2,640,975	2,610,650	1.9
United States.....	1,609,800	2,017,640	2,625,800	2,084,415	1.5
Switzerland.....	726,205	717,835	749,760	731,260	.6
All other countries.....	19,749,755	19,030,520	18,893,210	19,224,495	14.2
Total.....	136,135,590	129,538,795	139,275,975	134,983,450	100.0
EXPORTS TO—					
Great Britain.....	70,409,740	80,793,260	68,854,670	73,353,890	46.4
Germany.....	15,587,820	19,429,685	20,331,435	18,449,645	11.6
United States.....	10,355,805	20,604,475	12,424,525	14,461,600	9.2
France.....	11,578,600	13,556,310	13,993,445	13,041,750	8.2
Russia.....	8,946,180	10,281,510	11,208,505	10,145,395	6.5
Austria-Hungary.....	7,216,420	7,155,835	8,794,965	7,719,075	4.9
Switzerland.....	5,056,945	5,044,480	5,061,085	5,054,170	3.2
Italy.....	4,070,323	4,744,445	5,062,970	4,625,910	2.9
Turkey.....	2,743,685	3,044,235	3,321,070	3,036,330	1.9
Belgium.....	283,850	484,670	579,895	449,470	.3
Greece.....	116,440	150,975	268,790	178,735	.1
All other countries.....	6,638,250	7,581,725	8,421,970	7,547,295	4.8
Total.....	142,994,955	172,871,605	158,310,325	158,063,265	100.0

The following percentages are given as approximate estimates of the relative importance of foreign financial interests in Egypt: France, 46; Great Britain, 37; Belgium, 10; all other countries, 7.

British Have Large Interests in Egypt.

In 1907 the British colony in Egypt numbered 20,653 persons, being 14.1 per cent of the total European population in Egypt. The colony was divided in 1907 and until the outbreak of the present war into the following classes: The nonofficial residents, who are principally engaged in banking, commerce, and shipping; the officials in the Egyptian Government service; and the Army of Occupation.

Of the purely British banking establishments operating in Egypt the following are the most important:

	Capital.
The Anglo-Egyptian Bank (Ltd.)-----	\$7,500,000
Imperial Ottoman Bank-----	50,000,000
Ionian Bank-----	3,000,000

Of other banks in Egypt which are largely financed and managed by the British, the following are the most important:

	Capital.
National Bank of Egypt-----	\$15,000,000
Agricultural Bank of Egypt-----	51,550,000
Mortgage Co. of Egypt-----	10,000,000
Bank of Abyssinia-----	2,500,000
The Land and Mortgage Co. of Egypt-----	4,500,000

The British undoubtedly have the largest interest in and control of the cotton market in Egypt, including the subsidiary industries connected therewith. Likewise they have invested heavily in the various incorporated companies of foreign nationality operating in Egypt. British investments of this character amount to \$73,933,275, or 64.2 per cent of the total capital of such foreign corporations.

Of the shipping interests in Egypt, the British have by far the larger interest as well as the chief control of the separate though dependent coaling companies at Port Said.

As regards commercial relations, the average exports from Egypt to Great Britain for the years 1911 to 1913 amounted to \$73,353,890 and the average imports from Great Britain for the same period amounted to \$49,916,365, showing a trade balance of \$22,437,525 in favor of Egypt.

The French Colony.

The French occupy a peculiar position in Egypt. Their colony, numbering 14,591, or 9.9 per cent of the total European population of the country, is made up of merchants, Suez Canal employees, shopkeepers, bank employees, professional men, and officials in the Egyptian Government service.

In financial matters the French have even a greater interest in Egypt than the British. They are represented here by large banking institutions, of which the following are the more important:

	Capital.
Crédit Lyonnais-----	\$50,000,000
Comptoir National d'Escompte de Paris-----	40,000,000
Crédit Foncier Egyptien-----	40,000,000
Banque Française d'Egypte-----	10,000,000
Crédit Foncier d'Orient-----	2,000,000
Crédit Foncier-Egyptien-----	1,800,000
Société Anonyme des Monts de Piété Egyptienne-----	1,000,000

In addition to these banks, which are either entirely or almost entirely financed by French capital, many other banks operating here and registered as Egyptian institutions are largely financed by and under the control of the French.

Aside from banking and other financial interests, the three principal French corporations operating in Egypt are Lebon and Cie., which has a monopoly of the gas and electric lighting services in Cairo, Alexandria, and Port Said; the Société Générale des Sucreries et de la Raffinerie d' Egypte, which has practically a monopoly of sugar refining in Egypt; and the Compagnie Universelle du Canal Maritime de Suez. It is true that of perhaps 400,000 shares in the latter company the British hold approximately 176,000 and are thus perhaps the largest single holders of such shares, but the company is a French organization and entirely administered by it, and consequently represents a most important French interest in this country.

The French have established many large religious and scholastic institutions in Egypt.

The average exports from Egypt to France for the years 1911 to 1913 amounted to \$13,041,750, and the average imports from France for the same period amounted to \$13,165,320, showing a trade balance of \$123,570 in favor of France.

Greeks Form Largest Foreign Colony in Egypt.

Greek interests in Egypt are chiefly represented by its colony, numbering 62,973 persons in 1907, being 42.8 per cent of the total European population and the largest foreign colony in Europe. Most of the Greeks in Egypt are small traders and money lenders. They seem to have an extraordinary talent for retail trade and are established in almost every village in Egypt and the most remote parts of the Sudan and Central Africa. Although their financial interests here are important, they are not, however, involved to any great extent in the larger financial undertakings, as are the British, French, and Belgians.

The principal Greek banks are the Banque d'Athènes, with a capital of \$12,000,000, and the Banque d'Orient, with a capital of \$5,000,000, which is said to have been subscribed largely by the French.

The average exports from Egypt to Greece for the years 1911 to 1913 amounted to \$178,735, and the average imports from Greece for the same period amounted to \$2,610,650, showing a trade balance of \$2,431,915 in favor of Greece.

Italian and Belgian Interests.

In numbers the Italian colony ranks next to the Greek, numbering 34,926 persons in 1907, or 23.7 per cent of the European population. The greater proportion of the builders and general contractors operating in Egypt are Italians.

Considerable Italian capital is invested in Egypt, but it is probably not entirely connected with purely Italian enterprises. The principal Italian bank operating in Egypt is the Banco di Roma.

Exports from Egypt to Italy for the years 1911 to 1913 averaged \$4,625,910, and imports from Italy for the same period averaged \$6,962,270, showing a trade balance of \$2,336,360 in favor of Italy.

The Belgian colony in Egypt is small, comprising only 340 in 1907

and perhaps but little more now, but their financial interests in this country are large and rank third in importance.

The principal banks in which the Belgians are interested are:

	Capital.
Banque Belge pour l'Etranger.....	\$6,000,000
Caisse Hypothécaire d'Egypte.....	2,000,000
Société Générale Egyptienne pour l'Agriculture et le Commerce.....	2,000,000

Of the incorporated companies representing Belgian interests the largest and best known are:

	Capital.
Société Anonyme des Tramways du Caire.....	\$3,000,000
Société Anonyme des Tramways d'Alexandrie.....	2,053,200
Cairo Electric Railways and Heliopolis Oasis Co.....	10,000,000
Société Belge-Egyptienne de l'Esbekieh.....	1,400,000
Société Anonyme des Ciments d'Egypte.....	200,000
Société de Travaux Publics du Caire.....	1,200,000

These are only a few of the Belgian incorporated companies operating in Egypt. Belgium ranks next to Great Britain in the number of incorporated companies and the amount thus invested, the figures being 16 companies, with a total capital of \$35,987,915, representing 31.3 per cent of the foreign capital invested in corporations in this country.

As regards commercial relations, the average exports from Egypt to Belgium for the years 1911 to 1913 amounted to \$449,470, and the average imports from Belgium for the same period amounted to \$5,400,955, showing a trade balance of \$4,951,485 in favor of Belgium.

German and Austrian Interests Affected by War.

The German colony before the war was small, numbering only 1,847 in 1907. With the exception of a few women, all Germans that were left in Egypt after the outbreak of the war have been interned.

Aside from their commercial relations, German interests in Egypt before the war were not important, and consisted largely in established agencies here of German manufacturing and other commercial enterprises. In addition to such agencies there were a few German merchants doing business for their own account.

The only German bank operating in Egypt was the Deutsche Orientbank A.-G., which was established here in 1905, with a capital of \$4,600,000. This bank and all other German commercial establishments in Egypt have been liquidated during the present war.

The average exports from Egypt to Germany for the years 1911 to 1913 amounted to \$18,449,645, and the average imports from Germany for the same period amounted to \$7,551,340, showing a trade balance of \$10,898,705.

Before the war the Austrian colony numbered 7,704 persons. A large number of these, however, were not of Austrian nationality. Many of them were Levantines who had secured Austrian protection, and others were Italians, who have since the war received Italian protection.

Most Austrian subjects in Egypt were of the servant class, that is, cooks, general house servants, waiters in hotels and restaurants, and chambermaids. There were a few Austrian merchants doing business on their own account and a few agents of Austrian manufacturing and commercial houses. There were no Austrian banks. Since the

beginning of the war all Austrian commercial establishments have been liquidated, and all Austrian male subjects who did not leave Egypt were interned.

The exports from Egypt to Austria-Hungary for the years 1911 to 1913 averaged \$7,719,075, and the imports from Austria-Hungary for the same period averaged \$9,348,585, showing a trade balance of \$1,629,510 in favor of Austria-Hungary.

Small American Colony in Egypt.

The American colony in Egypt amounted to less than 200 persons before the war, almost all of whom were missionaries. The American tourist traffic, however, during the winter months before the war was large and important, numbering several thousands every year. Undoubtedly more Americans visit Egypt as tourists than persons of other nationalities.

American mission property in Egypt is valued at \$1,800,000, consisting of church buildings, schools, colleges, and mission residences. The annual investment for work connected with the mission amounts to \$450,000, of which \$250,000 is subscribed in America.

There are three American commercial concerns operating in the country under their own name. In addition to these many American manufacturers are represented by agents operating principally in Cairo and Alexandria.

America is very largely interested in the Egyptian cotton crop, being the second largest foreign purchaser of the country's most important product.

As regards commercial relations, the average exports from Egypt to the United States for the years 1911 to 1913 amounted to \$14,461,600, and the average imports from the United States for the same period amounted to \$2,084,415, showing a trade balance of \$12,377,185 in favor of Egypt.

The interests of other countries in Egypt, not mentioned above, are unimportant.

Relative Importance of All Foreign Interests.

A recapitulation of the percentages arrived at under the headings population, commercial relations, and financial interests is given in the following table and a final general average is computed therefrom. The general average so determined may be accepted as showing the approximate relative importance of foreign interests in this country for the period immediately preceding the present war.

Countries.	Percentage.			
	Population.	Commercial relations.	Financial interests.	General average.
Great Britain.....	14.1	41.8	37.0	31.0
France.....	9.9	9.0	46.0	21.6
Greece.....	42.8	1.0	2.0	15.3
Italy.....	23.7	4.0	2.0	9.9
Belgium.....	.2	2.1	10.0	4.1
Austria-Hungary.....	5.3	5.9	.5	3.9
Germany.....	1.3	8.7	.5	3.5
Russia.....	1.7	4.8	.5	2.3
United States.....	.1	5.5	.5	2.0
Switzerland.....	.4	1.9	.6	.9
All other countries.....	.5	15.3	.5	5.5
Total.....	100.0	100.0	100.0	100.0

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No. 164 Washington, D. C., Monday, July 15 1918

	Page.		Page.
French flag displayed in honor of Bas-		Australian industrial items.....	182
tile Day.....	177	Flexible gas bags for motor cars.....	183
Ocean freight rate on raw cotton to		Possibilities of the Alaska herring	
Portugal.....	177	fishery.....	184
New Zealand 1917-18 wool clip.....	178	Chinese experiments with American	
New plan to stimulate foreign trade.....	178	cotton seed.....	185
New potatoes appear early on Dutch		French municipal school for commer-	
market.....	179	cial training.....	186
Activities of an Anglo-Brazilian meat		Use of roofing materials in Argentina.....	186
company.....	179	Industrial growth of Canadian cities.....	188
Increase in the price of Dundee gas.....	180	Midland iron and steel trades active.....	188
Efforts made to increase production of		Three months' exports from Dutch	
fish meal.....	180	East Indies to United States.....	190
Trade route to Persia open.....	181	British development of electrical under-	
Conditioning Japanese cotton-goods ex-		takings.....	190
ports.....	181	Economic growth of Hokkaido.....	191
Lily-bulb prospects in Bermuda.....	181	Foreign trade opportunities.....	192

FRENCH FLAG DISPLAYED IN HONOR OF BASTILE DAY.

By official order of the President, French flags were flown on all official buildings and stations on July 14 in recognition of Bastile Day of the French Nation. The Department of Commerce Building was decorated accordingly in association with the flag of the United States of America.

OCEAN FREIGHT RATE ON RAW COTTON TO PORTUGAL.

The attention of shippers and others concerned is called to a ruling of the War Trade Board (W. T. B. R. 165), effective immediately, which provides that hereafter all licenses for the exportation of raw cotton to Portugal shall be issued only upon the condition that the cotton shall be carried from the United States to Portugal at a freight rate not exceeding \$9.25 per hundred pounds gross weight, including primage, on standard bales, and \$6.25 per hundred pounds gross weight, including primage, on high-density bales. Shippers of cotton to Portugal must therefore conform to the following procedure:

On every shipment of raw cotton to Portugal the shipper's export declaration which accompanies the goods to the customs inspector on the dock, shall have attached thereto the original dock permit or a true copy of the same bearing an endorsement signed by the steamship company to the effect that the rate of freight to be paid on that particular shipment will not exceed the rates as stated above.

Customs inspectors will not allow any raw cotton destined to Portugal to be delivered at any dock against license dated July 13, 1918, or later, unless a dock permit endorsed as prescribed above is presented to them. Such endorsed dock permits thereafter are to be made a part of the records of the War Trade Board.

Hereafter all licenses for the exportation of all raw cotton to Portugal shall be issued upon the condition that the cotton shall be carried from the United States to Portugal on steamship.

NEW ZEALAND 1917-18 WOOL CLIP.

[Consul General Alfred A. Winslow, Auckland, May 27.]

The wool clip for the 1917-18 season has practically all been disposed of, and amounted to 505,123 bales, valued at \$55,923,613. The average weight per bale was 367.75 pounds, and roughly the average value per pound was a fraction over 29½ cents. Of this the local mills took 19,750 bales, and the remainder was for export.

Quite a large portion of this wool is still held in New Zealand warehouses subject to the order of the British Government.

NEW PLAN TO STIMULATE FOREIGN TRADE.

A new method of Government trade promotion was inaugurated to-day when the Department of Commerce issued the first of a series of Spanish-English pamphlets defining with scientific accuracy certain generally accepted American industrial standards for construction materials. The first pamphlet, issued under the auspices of the Bureau of Foreign and Domestic Commerce, is a bilingual text entitled "Standard Specifications and Tests for Portland Cement," and was prepared by the American Society for Testing Materials, in cooperation with the American Society of Civil Engineers, the Bureau of Standards, the Bureau of Foreign and Domestic Commerce, and the Office of Public Roads.

The pamphlet on Portland cement will be followed by others, the next subject being announced as carbon steel rails and the one following that as open-hearth steel girders and high tee rails. The entire series is in press and will be issued in the near future.

While the publication of this series of standards is aimed to facilitate American trade with the Latin countries, it is not an attempt to force American standards upon these countries. The standards of the American Society for Testing Materials are already known and used there. The decision to publish the standards in Spanish was reached as a result of numerous requests received from Latin countries for just this sort of information. Great care was taken to make the translations thoroughly idiomatic as well as technically correct. By responding to this existing demand for information the Department of Commerce and the cooperating scientific societies expect to stimulate in a marked way certain lines of trade that have been hampered in the past by lack of data published in the native language.

These specifications will be of value particularly in Argentina, Bolivia, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay, and Venezuela. They will also be easily consulted by many of the engineers in Brazil, Portugal, and Portuguese colonies. The publication of the specifications in other languages is under consideration.

It is planned to distribute copies of the specifications throughout Latin America and Spain, through the commercial attachés, special agents of the Bureau of Foreign and Domestic Commerce, and particularly through the offices of the American consular representatives. An effort will be made to place them in the hands of public work

officials, and engineering societies and clubs in all of the countries mentioned.

In this country the distribution will be effected through the Superintendent of Documents, Government Printing Office, Washington, D. C., and the various district and cooperative offices of the Bureau of Foreign and Domestic Commerce. "Standard Specifications and Tests for Portland Cement," Industrial Standards No. 1, can be obtained through these agencies at the nominal price of 10 cents.

NEW POTATOES APPEAR EARLY ON DUTCH MARKET.

[Commercial Attaché Paul L. Edwards, The Hague, June 5.]

Early potatoes have now been on the market in Holland for more than two weeks. The first potatoes of the 1917 crop appeared in the third week of June. The early arrival of the 1918 crop is due to the mild winter and spring which Holland has just gone through.

These new potatoes are being sold at a maximum retail price of 0.12 florin per kilo, or about \$0.03 per pound at current exchange. The difference between the maximum price and the cost of production plus 5 per cent is borne by the Kingdom and the commune concerned. The Kingdom furnishes nine-tenths of this difference and the commune one-tenth.

ACTIVITIES OF AN ANGLO-BRAZILIAN MEAT COMPANY.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 3.]

The directors of the "Companhia Brasileira e Britannica de Carnes" (Anglo-Brazilian Meat Co.) recently presented to the stockholders of the company a report of its operations during 1917.

Beginning to operate in February, 1917, the slaughterhouse of the company at Santa Cruz killed 126,461 steers, 20,023 of which were sent to the markets of Rio de Janeiro. Owing to the exorbitant price of cattle, slaughtering diminished during the latter months of the year. Efforts were made to increase the prices paid for cattle, but the company was not able to overcome the situation by reason of the fact that a better quality of meat for export to Europe was obtainable in other countries at a lower cost.

Exportations for the 11 months of operation last year amounted to 384,896 quarters of beef and 2,047 bags of small cuts.

The slaughterhouse at Santa Cruz was placed in the control of special workmen brought from foreign countries for this purpose. The lack of tonnage for the movement of hides greatly injured this department of the company's operations, but fortunately its representatives in London were able to contract for enough tonnage to move the large stock of hides that had been collected by the close of the year.

The profits of the company during 1917 amounted to 78,783 (about \$19,696 American currency), but owing to the uncertainty of the market for beef, the directors decided not to declare a dividend.

The future business of the company is being greatly prejudiced by the fact that cattle raisers are holding their cattle with the intention of obtaining higher prices, so that the exportation of meat is being restricted.

INCREASE IN THE PRICE OF DUNDEE GAS.

[Consul H. Abert Johnson, Dundee, Scotland, June 18.]

Announcement has been made that the price of gas in Dundee is shortly to be increased by 3d. (\$0.06) per 1,000 cubic feet; that is, from 2s. 9d. (\$0.67), its present price, to 3s. (\$0.73). Even at the new figure, however, the inhabitants of Dundee will be paying less than is now being paid in Edinburgh and Glasgow, as in the former city the price is 3s. 8d. (\$0.89), and in the latter 3s. 6d. (\$0.85).

The increased cost of materials and of production (coal and other material and labor) has made this advance necessary. The past year was begun with a credit balance of £243 (\$1,183) and was ended with a debit balance of £1,799 (\$8,755), the loss on the year's operations being £2,042 (\$9,938). There was a gain in the quantity of gas sold last year compared with the previous year of about 10 per cent, which realized £13,500 (\$65,698), all of which was swallowed up in the higher cost of production.

With regard to the estimates for the current year, the revenue from the sale of gas at the new price is put down at £164,000 (\$798,106), being £14,000 (\$68,131) more than last year. The increase of 3d. in the price applies to the sale of gas by meter in the ordinary way, and the price to those who use gas through automatic meters and to other classes of consumers will be proportionately raised.

The electricity department accounts show a credit balance for the past year of £295 (\$1,436). The estimates provide for a slight increase in the lighting rates for the present year.

EFFORTS MADE TO INCREASE PRODUCTION OF FISH MEAL.

Recently an effort has been made by the Bureau of Fisheries to interest the menhaden fishermen in converting their fish waste into fish meal, rather than into scrap. In the Chesapeake region, where driers are employed, the only additional equipment required will be a satisfactory grinder. Some of the fishermen having been interested in the project, arrangements were perfected for representatives of the Bureau of Animal Industry and the Bureau of Fisheries to go to Reedville, Va., one of the largest menhaden fishing centers on the coast. On this trip samples of meal were examined and the various details needed to produce a satisfactory product discussed. At an impromptu meeting of representatives of the industry the importance of the change in methods was explained, a committee was appointed to work with the Government representatives, and arrangements were completed for preparing and shipping to each of 21 stations about 750 pounds of the prepared product for testing as a feed for hogs and for interesting farmers in the adjoining regions in the use of this product.

In this connection it should be borne in mind that as flour is milled now, the percentage going into flour is greatly increased and the supply of feeds correspondingly decreased, so that additional sources of feeds must be sought, and that the supply of tankage, to which fish meal is comparable as a feed, is inadequate to satisfy the demand. The Chesapeake region alone should produce 20,000 tons of fish meal, which though small in amount will be an important factor.

TRADE ROUTE TO PERSIA OPEN.

[Consul Oscar S. Helzer, Bagdad, Mesopotamia, Apr. 25.]

The old and very important trade route from Bagdad to Persia by the way of Khanakin, Kasr-i-Shirin, Kermanshah, and Hamadan, which has been closed since the outbreak of the present war, has just been reopened under certain restrictions. Nearly all manufactured goods from Europe for southern Persia were forwarded by this route until it was closed in 1914.

The British Civil Commissioner for Irak has published the following notice:

The export of goods to Persia is now freely permitted, subject to the usual blockade rules. The export of the following articles is not at present permitted: Arms, ammunition, metals, kerosene oil and petrol, rubber, tea, coffee, sugar, and certain other articles, details of which are ascertainable on application to the blockade officer.

From the blockade officer the following details were obtained:

For all articles a blockade pass on guarantee is required and trade is allowed only in the hands of merchants approved by the civil commissioner and the consuls at Kermanshah and Hamadan. Export of piece goods (articles of cloth and silk, including clothing) is allowed, but not woollen goods manufactured in Bagdad.

On receipt of estimated requirements from the consuls at Kermanshah and Hamadan, the export of foodstuffs (grain, dates, etc.) will be allowed.

All export is to be consigned to His Majesty's consuls pending further orders.

CONDITIONING JAPANESE COTTON-GOODS EXPORTS.

[Consul General George H. Scidmore, Yokohama; from Sale and Frazar Geppo, May 15.]

To compete with Manchester after the war, Japanese manufacturers of cotton cloth will be required by the Government to keep their exports up to a fixed high standard. The Department of Agriculture and Commerce announced recently that it was preparing a ruling which will compel textile manufacturers to organize an association that must exercise strict supervision over the goods woven for export. The association also must examine such goods through inspection committees, and bounties will be granted by the Government to bear part of the cost of conditioning exports.

The quintupling of Japan's exports of cotton cloth has been one of the results of the war. Before the war, the average shipment overseas was around 26,000,000 yen (\$12,948,000). In 1915, the level of 39,511,424 yen (\$19,676,689) was reached; in 1916, 60,050,644 yen (\$29,905,221); and in 1917, 127,458,250 yen (\$63,474,209). The shipments so far in 1918 have run 75 per cent higher than in the corresponding period of 1917. To retain the markets newly gained in China, India, the Dutch East Indies, Australia, and the Philippines, the Government realizes that the quality of Japanese cotton cloths must stand comparison with those of English, American, and German weavers.

Lily-Bulb Prospects in Bermuda.

Consul General Ethelbert Watts reports that the Bermudian Director of Agriculture estimates that this season's production of lily bulbs will total 1,200 crates, as against a little over 1,000 crates produced last year.

AUSTRALIAN INDUSTRIAL ITEMS.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 1.]

Metal Manufactures (Ltd.) has spent about £100,000 (\$486,650) in erecting a plant at Port Kembla, New South Wales, for the manufacture of copper wire and other products. The completion of the plant has been delayed on account of the war, the machinery having been ordered from England. Some of it has arrived and more is on its way, and unless unforeseen delays occur it is expected that operations will commence about the middle of June, this year.

In connection with the completion of the scheme for electrifying suburban railways out of Melbourne, the Railway Department has placed an order with American manufacturers for £7,000 worth of copper wire, which had previously been contracted for by British manufacturers, who were unable to supply the wire on account of the war.

Shortage of Linseed—Wool-Spinning Plant.

The linseed-oil industry, which has been established in Australia for some time, is threatened with a shortage of linseed, which is imported from Calcutta. It is understood that the Government has been urged to allot freight space for seed. Some experiments in the raising of linseed have been made in New South Wales and Victoria, but they do not promise much of a supply.

Arrangements have been completed for the establishment of a wool-spinning plant in Melbourne, at a cost of £120,000 (\$584,000). In the face of this fact the Minister of Repatriation, in speaking of the establishment of a wool-spinning plant for the production of yarn and incidentally the employment of returned soldiers, has made the statement that it is impossible to get the machinery necessary for the construction of such a plant, and that while some of the necessary machinery can be manufactured in Australia, certain essential parts must be procured elsewhere.

The Commonwealth woolen factory at Geelong is now producing about 16,000 or 17,000 yards of woollens and worsteds per week. It uses 100 bales of wool per week, and it makes approximately 15,000 pounds of yarn. It employs 250 persons.

Reorganization of Steel Company.

To take care of the necessity for increased production, the Broken Hill Propriety Co. has been allowed to issue new shares to the extent of £637,000. The scheme provides for the raising of this amount by issuing 318,994 unissued shares (of the authorized capital of £600,000 of 8s. each) at 40s. each. About two-thirds of the shares are held in the London register and the remainder in Melbourne.

A small furnace is nearing completion, and when the second large blast is in operation, which will be the latter part of this year, the output of pig iron should be at the rate of about 300,000 tons per year. To date about £2,750,000 has been spent in connection with these works.

The South African Journal of Industries says that a good business is being done in Johannesburg and elsewhere in the manufacture of imitation marble slabs for the furniture trade.

FLEXIBLE GAS BAGS FOR MOTOR CARS.

[Consul E. Haldeman Dennison, Birmingham, England, June 20.]

An inquiry has been received at this consulate for particulars as to use of flexible gas bags on motor cars in Great Britain, and the following information on the subject is taken from the interim report of the committee appointed last November to consider the employment of coal gas as a source of power, particularly in motor vehicles.

The committee expresses the view that ordinary town gas can be effectively, safely, and promptly substituted for motor spirit in engines of the kind usually fitted to motor vehicles, without reduction in the compression space of the cylinder. A mean consumption of 250 cubic feet of gas, having a gross calorific value of 490-500 B. t. u., is accepted as the equivalent of 1 gallon of motor spirit. An appendix to the report gives a specification for the fabric which should be employed for flexible containers, and it is stated that the normal working life of such containers may be considered as being about eight months, though this period may probably be increased by as much as 50 per cent if the fabric is continuously protected from the action of light by a suitable covering. The leakage of gas due to the porosity of inferior fabrics may after one month of use equal the actual gas consumption. It is declared to be undesirable that semirigid containers of rubber and canvas, and other proofed fabrics, should at present be allowed to be charged with gas to a pressure exceeding 90 pounds per square inch, or should be of a larger internal diameter than 4 inches, and even with these limitations such containers, in the opinion of the committee, are unsafe unless properly armored with galvanized-steel wire of 0.012-inch diameter. (No. 30 B. W. G.)

Encouragement, however, should be given to the construction and use of semirigid containers of rubber and woven wire up to a working pressure of 300 pounds per square inch. It is also pronounced desirable to encourage a limited number of experiments on a commercial scale with compressed gas in rigid metal cylinders, plain or wire wound, at pressure up to at least 1,800 pounds.

Further Investigations Suggested.

The committee desires authority to have investigations carried on by an expert subcommittee in connection with portable gas-generating plants, the commercial use of gas for traction purposes in containers at high pressure, questions relating to liquefaction, absorption, and enrichment, and the improvement of methods for insuring the mixture of gas and air in proper proportions. The report also contains some recommendations as to the conditions of supply of gas to consumers, and the methods of attaching flexible containers to vehicles. It is proposed that the gas inlet to the container on any vehicle in general use should be of iron gas pipe, of 2½-inch bore, screwed externally with the British standard pipe thread to take a union for that size of pipe, and such union should be fitted permanently to the end of the flexible tube or other connecting pipe through which the gas is passed from the source of supply.

[Recent reports on the use of gas bags for motor vehicles in England were published in *COMMERCE REPORTS* for Mar. 13 and 16, 1918.]

POSSIBILITIES OF THE ALASKA HERRING FISHERY.

A recent report from the American consul at Stavanger, Norway, on the spring herring fishery of Norway [see *COMMERCE REPORTS* for June 24] shows that in the past four seasons, including 1918, the catch had an average annual value of about \$6,700,000. About 80 per cent of the yield was salted and most of the remainder was sold locally or exported as fresh fish, a very small quantity being canned or kippered.

The United States Bureau of Fisheries in its bulletin for July says that the importance and value of this fishery is an indication of what may be done by adequate Government encouragement and assistance and by private enterprise and address in the United States, particularly in Alaska. The herring resources of Alaska are probably not inferior to those of Norway and, considering the greater extent of the coast line, are possibly much superior, yet the average annual value of the catch in that Territory for the four years ending December 31, 1917, was but \$252,000. The bulletin continues:

The eyes of Alaska fishermen have been so focused on the extraordinary salmon and rich halibut fisheries that the possibilities of the sea herring have been largely overlooked. To no small extent, owing to the action of the Bureau of Fisheries, in placing experts in the Territory to give assistance to fishermen in improving their methods of curing herring, and in calling the attention of distributors to the availability of the supply, the value of the output in 1917 rose to \$587,777, nearly double that of the preceding year and about eight times that of 1914.

The promising feature of this comparison is not the value of the pack of 1917, which was but 8 per cent of that of Norway in the same year, but the rapid increase in the past four years. It lends strength to the hope that the enterprise of the people of Alaska will result in giving the herring fishery its proper place in the economy of the Territory, second only to the great salmon fisheries which it is undoubtedly destined some time to rival.

The imports of cured herring into the United States in normal times are heavy. By reason of war conditions these imports are now greatly curtailed and from some sources are entirely cut off, and there is presented a wonderful opportunity for Alaska to permanently acquire a large part of this trade if an effort be made to meet the demand and proper care be exercised to insure high quality in the pack. Each careless or dishonest packer will be a menace to the industrial progress of the Territory. The herring packed under the bureau's instruction and supervision last year was the best received in New York, and the standard so established should be scrupulously maintained. The Bureau of Fisheries believes in the future of the herring industry, and has again sent experts to Alaska to assist and instruct packers and to furnish information concerning marketing. It is regretted that efforts to obtain a large staff for this work were unavailing.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 346 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

"Thrive by Thrift, Buy War Saving Stamps."

CHINESE EXPERIMENTS WITH AMERICAN COTTON SEED.

[Consul Lester Maynard, Chefoo, May 14.]

The arrival of a shipment of Georgia cotton seed was recently announced in the China Press, of Shanghai, the seed to be used for experimental planting. The improvement of the Chinese staple has received more or less attention for some time, and the present effort to grow American cotton here is the outcome of three seasons' experimenting by Mr. H. Y. Moh, of the Hou Sung Cotton Mill and the Teh Dah Cotton Spinning Co. Discussing Mr. Moh's work the Press states:

An augmented program of experimentation with American cotton seed in and about Shanghai has been laid out for this year by the Cotton Improvement Association of China. The organization is a newly-formed body of 400 men interested in the cotton-growing industry hereabouts and one which is specializing on the introduction of American cotton. It was started by Mr. H. Y. Moh, who has been himself engaged in experimenting with American cotton plants for the past three years.

Mr. Moh has just received a consignment of 120 sacks of Georgia cotton seed of a variety which has given him gratifying results in the past season. The seeds are to be distributed among the members of the association and will be planted and cared for along lines developed by Mr. Moh in his three seasons' experience. The consignment totals 2,400 pounds of seed of the Cleveland Big Ball variety, sufficient to plant 400 mow [a "mow" is approximately one-fifth of an acre] of land and is expected to yield a return which will assure the planting of a very large area next year. Mr. Moh himself, besides planting his 60-mow experiment station in Yangtsepoo, will this year open a new station of 36 mow in Pootung, to be devoted to the acclimatization of American cotton. His successes of the past seasons have convinced him of the superiority of this cotton over the native plant and of the entire feasibility of its successful introduction to China.

Good Results Expected.

"This will be the fourth year I have conducted my experiment station in Yangtsepoo," said Mr. Moh, "and my work has given me entire confidence in the future of American cotton here, a feeling shared by Mr. H. H. Jobson, the American cotton expert, who came to China to investigate for the Chinese Government. The results secured at my station last year were exceedingly gratifying. The season's crop I found spun consistently 32s and 42s. The usual return from Chinese cotton is 16s or 20s.

"If attention is paid to the care of the seed there is no question in my mind but that American cotton can be successfully introduced to the country about Shanghai. There have been unsuccessful attempts in the past, but there were reasons for it. The crop was usually planted too late and the seed was not of the variety suited to local conditions. It was invariably obtained from Oklahoma or Texas, where very dry conditions prevail, and was thus entirely unadapted to this locality. While I was in school in Texas I studied cotton-growing there, and when I came to order seeds I placed the order in Georgia. I have found that the seed from that part of the country can be acclimatized in about three years here.

"The Chinese of the cotton industry here have come to a realization of the necessity for improving the fiber of the native plant. It was with this in view that the Cotton Improvement Association was formed and plans laid for enlarging the field of experimentation this year. We hope to have a successful crop and to obtain seed for greatly increased planting next season, as it is not advisable to introduce new seeds each year. The new experiment station in Pootung will be called the association station, and will be conducted under its auspices and for the benefit and instruction of the members."

There are further indications this year, Mr. Moh said, of an active interest in cotton improvement among Chinese officials, one of whom was in Shanghai a few days ago for a conference with Mr. Moh.

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FRENCH MUNICIPAL SCHOOL FOR COMMERCIAL TRAINING.

[Consul C. Carrigan, Lyon, June 12.]

An interesting step taken by the city of Lyon in connection with the strengthening of France's commercial position after the war is the decision to open a special school here for commercial training and education. The general aim of the school will be to provide training for business representatives, agents, and commercial travelers. Those taking the course will be given a sound education of a general and professional character.

The course of studies will be divided into three classes—first, an elementary class, to which will be eligible children of 11 years and over, who have completed their elementary studies. The minimum length of this first course is to be one year. The second or middle class will be given to pupils who have completed the course of the first class, or who pass successfully an entrance examination. The minimum length of the second-class studies will be three years, of which 6 months will be given to practical work in some commercial house or industrial concern.

Finally, there will be a higher class, completing the educational work. This final third course will be given to pupils who have successfully completed the second class, or who can pass an arranged entrance examination. The minimum length of this last course will be two years, but students will be required to take an extra year's postgraduate work, which I judge will be of a practical nature.

Plan of Studies for the Three Divisions.

It will be seen from the above that there will be three divisions in the proposed school. A pupil can follow all three courses successively, or he can enter any one course, according to his requirements. For entry into the first course no examination is required, but to take the second and third course examinations are necessary unless the prospective pupil has already successfully completed the preceding course.

The plan of studies for the three divisions embraces the following subjects: Elementary division—French, writing, arithmetic, weights and measures, moneys, geometry, descriptive geography; second division—commercial practice, bookkeeping, planning and handling of office work, arithmetic, French and commercial correspondence, German, English, commercial geography, penmanship, typewriting, chemistry and physics, handling of commercial goods, drawing; superior division—commercial practice and customs, commercial correspondence, German, English, one other foreign language, foreign moneys and measures, foreign bookkeeping and banking, commercial geography, study of freight and transportation, customs duties, handling of commercial goods, commercial plans, arithmetic with special reference to prices, commissions, etc., commercial legislation.

For the present the school will be open only to boys, as a special establishment for this class of educational work has already been created for girls.

USE OF ROOFING MATERIALS IN ARGENTINA.

[Consul General W. Henry Robertson, Buenos Aires, May 8.]

Most of the flat roofs in Argentina are covered with the ordinary red tile. The imported French tile for roofing purposes has been

used generally for sloping roofs on dwellings, and large quantities of galvanized iron are used in the rural districts for dwelling roofs and for covering sheds and all sorts of portable buildings. Both composition roofing and natural slate have been introduced, the former material being used to an appreciable extent, while the latter may be seen on a few mansard roofs that are almost vertical and support the upper part of the roof made of tile. Most of the slate imported has come from England, but France is also an exporter of this material to Argentina. One firm is said to have imported 20,000 square meters of slate from the United States in 1917. The import statistics show 37,078 square meters of slate were cleared in 1912, 74,827 meters in 1913, 37,321 meters in 1914, and 12,015 meters in 1915. The import duty on slate for roofing purposes is about 12 cents, American currency, per square meter.

Prices of Different Grades of Roofing Material.

Since many flat roofs are used as "patios," the common red tile, size about 7.87 inches by 7.87 inches, is found to be very popular on account of it being so easy to keep the roof clean. Its greatest defect, however, is its inelasticity, and cracks usually develop. Contractors figure that 25 of these tiles are needed to cover a square meter. The native tile now costs about \$40, American currency, per thousand, while the imported tile is from \$45 to \$50, for the same quantity.

The imported Marseille roofing tile for sloping roofs at present costs about \$154, American currency, per thousand, although prior to the war a thousand of this tile could be bought for \$65 to \$75, American currency. It is calculated that the cost per square meter of this tile is about \$2.35, American currency, per square meter. The native tile, the manufacture of which has largely sprung up since the war, now sells for about \$120 per thousand, and the contractors estimate that a square meter of this roofing material costs about \$1.80 per square meter.

Galvanized iron now sells for three to four times its normal price, and I have been informed by a local builder that it costs him from \$2 to \$3.50 per square meter. The import duty on this article is about \$17, American currency, per metric ton (2,204 pounds). There were 41,609 metric tons of galvanized iron imported in 1914, and 40,657 tons in 1915. Most of this came from the United Kingdom, but the United States exported some 10,792 tons to Argentina in 1915. The fact that this material can be so easily removed and used elsewhere is a great advantage. It is said, however, that about mid-day in the colder regions of Argentina during the winter season moisture drips from this roofing on houses and this is a serious objection to its use.

One concern reports that some 40,000 square meters of composition roofing material have been sold by it in this country. Asbestos roofing materials is not used to any great extent.

Tile and galvanized iron are almost entirely used in this country. A roofing material that is not affected by sudden changes in the temperature, and one that does not absorb the rays of the sun, and that can compete with the two materials in general use here, should find a demand in this market, if properly presented.

INDUSTRIAL GROWTH OF CANADIAN CITIES.

[Monetary Times of Canada, Toronto, July 5.]

The civic industrial commissioner of the city of Vancouver has given out the following figures for the value of manufactured products in various Canadian cities in 1900, 1910, and 1915:

Cities.	1900	1910	1915
Montreal.....	\$71,099,750	\$166,296,972	\$243,237,575
Toronto.....	60,099,857	154,306,948	219,143,728
Hamilton.....	17,122,346	55,125,916	66,063,339
Winnipeg.....	8,616,248	32,699,359	47,686,070
Vancouver.....	4,990,152	15,070,105	33,871,044

MIDLAND IRON AND STEEL TRADES ACTIVE.

[Consul E. Haldeman Dennison, Birmingham, England, June 18.]

Engineering, in its weekly review of conditions in the iron and steel trades in the Midland and Staffordshire districts, states that the finished iron and steel works are remarkably active, and the Birmingham iron market is able to satisfy only a modicum of consumers' requirements. Every week orders which purchasers are willing to place for bars, hoops, sheets, strips, etc., have to be returned through inability of producers to roll the stuff, they are so busy. All the manufactured-iron makers have three months' work in hand, and many of them much more, and it is impossible to overtake the arrears which are on the order books. The energies of manufacturers continue, in the main, to be devoted to the production of material essential to war service, though here and there some branches of civil trade are participating a little more freely. It is surprising how the civil trade has been able to carry on with the works so wholly given over to war material as has been the case now for a year or more.

Sheet and Bar Iron Conditions.

The output of corrugated sheets is increasing in the district. The mills are working up to the limit allowed by the supplies of raw steel sheet bars available and are booked two or three months ahead. Galvanized sheets are being produced in small lots. Prices of galvanized sheets of 24 w. g., in bundles, continue nominally at £28 10s. (\$138.69), while black doubles are £17 (\$82.73) to £19 (\$92.46), according to size of order. In the bar-iron trade there seems to be no slackening in the eagerness of consumers to place orders; producers, on the other hand, can stand out of new commitments for some time ahead, order books being well filled for deliveries far into the next quarter. The bar-iron branch still constitutes by far the largest output of the Staffordshire rolling mills.

Prices of Manufactured Iron.

Business in puddled iron is done at £11 10s. (\$55.96), but producers are not overweighting their order books. Nut and bolt iron firms have more orders than they can cope with, and the quotations are approximately £14 8s. (\$70.07) to £14 10s. (\$70.56) delivered at the consumers' premises at Darlaston, Wednesbury, and other near-by towns. Unmarked bars of good merchant quality are £15 10s. (\$75.42) to £16 (\$77.86) delivered, and Staffordshire marked bars remain at £16 (\$77.86) to £17 (\$82.73) per ton. It is characteristic of

the changes which Government control conditions have brought about in the Staffordshire iron trade that the Earl of Dudley's L. W. R. O. bars, the price of which always has a very important bearing upon fixing values of Admiralty contracts for anchors, chains, and cables and other important naval work, are now quoted at only 2s. 6d. (\$0.60) per ton above the prices of the rest of the marked bar houses, as against 12s. 6d. (\$3.04) per ton, which was formerly the unalterable difference. Thus to-day's price is £16 2s. 6d. (\$78.46) per ton.

Demand for Scrap Increases Prices.

All scrap coming to the market is eagerly bought up at date. In no other department is competition among buyers keener than in this. Values of scrap, consequently, have an upward tendency. Best engine scrap is quoted £6 15s. (\$32.83) to £6 17s. 6d. (\$33.44) and heavy cast scrap £6 7s. 6d. (\$31.01) to £6 10s. (\$31.62) per ton. Plate shearings for rerolling continue at the controlled price of £10 7s. 6d. (\$50.48) per ton. The Ministry of Munitions continues very anxious that every source of scrap supply should be utilized to the fullest extent. It has not yet been officially announced what was the outcome of the late conference between a representative of the Ministry of Munitions and scrap merchants to discuss the possibility of increasing supplies by the more general breaking down of unused machinery where still existing. But it is understood that the department is bringing pressure to bear, wherever such unemployed plant can be found, with a view to its being immediately turned into scrap for consumption in the execution of current urgent war work of various sorts. In this action the Ministry of Munitions has the entire support of contractors anxious to make deliveries.

Steel Supplies Continue Large.

The easier conditions attaching to rolled steel which have been noted for the last few weeks in this letter remain. That buyers are agreeably surprised and pleased with the changed state of things need hardly be said. The inference is one which everyone knowing the tightness which has for many months now attached to the Midland steel market will readily draw for themselves. Billets are also being released more freely, and the tension in that direction has been somewhat relieved. Of course, there is still a big outlet for any material that is available, whether finished or partly manufactured, and the larger supplies are not being distributed indiscriminately. The bulk of the increase is even now probably ministering to the war in some form or another. Still, to a certain extent, private trade is also benefiting, and satisfaction is very general that this is so.

Although £10 7s. 6d. (\$50.48) per ton remains the control quotation for steel billets, it is now generally understood that makers are receiving a Government subsidy in place of a quotable advance. Finished steel hoops are quoted at £17 15s. (\$86.37) to £18 5s. (\$88.80), and strip at £18 (\$87.59) to £18 10s. (\$90.02). Consumers of wire rods express gratification at the new supplies forthcoming locally, to take the place of American imports which have been stopped.

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THREE MONTHS' EXPORTS FROM DUTCH EAST INDIES TO UNITED STATES.

[Consul Horace J. Dickinson, detailed as vice consul, Batavia, Java.]

A list of the principal articles, with their quantities, exported from the Dutch East Indies to the United States during the first three months of 1917 and 1918 is given in the following table:

Articles.	First three months of—		Articles.	First three months of—	
	1917	1918		1917	1918
Bullion:			Oil—Continued.		
Gold and silver cases.....	885	191	Hevea-seed.....pounds.....	22	
Lead.....bars.....	560		Kajoe-poeti.....liters.....	6,961	
Cassia.....pounds.....	944,338	111,696	Kajoe-poeti (to Ma- nila).....liters.....	53	1,050
Cassia vera.....do.....	196,681		Kananga.....do.....	1,105	1,623
Castor seeds.....do.....	13,132		Kapok-seed.....do.....		244,618
Chinese porcelain, old pieces.....	16		Lemongrass.....do.....		2,863
Cinchona barks.....pounds.....		1,038,057	Lubricating (to Ma- nila).....gallons.....		23,915
Cinnamon.....do.....	17,365		Peanut.....pounds.....	108,842	20,908
Cinnamon flasia vera pounds.....	1,363		Patchouli leaves.....do.....		33,944
Cloves.....do.....	31,191	64,315	Pepper (black and white) pounds.....	4,816,489	1,422,629
Coca.....do.....	34,000	394,518	Pepper (to Manila) pounds.....		3,808
Do.....do.....	350,790	260,122	Platinum ore.....do.....	4	
Cocoa (to Manila).....do.....	27,200	57,108	Potash.....do.....	47,753	85,751
Coffee.....do.....	2,480,080	1,426,778	Pruning knives.....pieces.....		360
Coffee (to Manila).....do.....		27,200	Quinine.....do.....	417	95,447
Conserves.....bottles.....		274	Quinine (to Manila) pounds.....		1,921
Copra.....pounds.....	13,100,594	14,810,273	Rattan.....do.....	314,061	
Copra cakes.....do.....	56,516		Rice.....do.....	3,189	
Cutch.....do.....	1,159	209,642	Rubber.....do.....	14,513,983	17,967,602
Damar.....do.....	1,027,787		Sago flour.....do.....	76	
Damar dust.....pounds.....	12,240		Seed-cake, hevea.....do.....	66	
Fiber.....do.....	7,711,923	5,457,272	Seed-hulls, hevea.....do.....	27	
Gambier.....do.....	54,286	632,364	Shells:		
Gin (to Manila).....cases.....	25		Green snail.....do.....	6,771	
Groundnuts (peanuts) pounds.....	11,470	145,879	Lolok.....do.....	21,760	
Gum benzoin.....do.....	12,332		Mother-of-pearl pounds.....	82,933	159,090
Gum benzoin (to Manila) pounds.....	149		Skins:		
Gum copal.....do.....	2,853,694	1,366,168	Deer.....number.....	17,300	23,481
Gutta-percha.....do.....	280,625	473,284	Goat.....do.....	729,126	380,361
Hats (bamboo and pan- dan).....number.....	1,686,130	491,720	Sheep.....do.....	82,651	66,429
Hemp.....pounds.....	303,177	4,528	Slippers, miscellaneous (to Manila).....pairs.....	411	
Hides (buffalo and cow) number.....	91,316	68,312	Stationery (to Manila) packages.....	14	
Horns, buffalo.....pounds.....	6,978		Tapioca products, pounds.....	26,700,289	14,235,007
Jelotong.....do.....	3,965,837	1,030,677	Tea.....do.....	930,116	10,483,913
Kapok.....do.....	4,507,765	2,419,852	Tea waste.....do.....	47,933	145,944
Kapok (to Manila).....do.....	482,667	1,047,606	Tin.....do.....	8,908,595	6,785,933
Liquid fuel (to Manila) pounds.....		5,195,832	Tobacco.....do.....	151,500	3,293,252
Mace.....do.....	133,490	18,886	Wax:		
Machinery.....cases.....	2		Paraffin.....do.....	446,320	
Nutmegs.....pounds.....	632,280	106,603	Paraffin (to Manila) pounds.....		831,333
Nutmegs (to Manila).....do.....	680		Wood:		
Oil:			Ebony.....do.....	516,528	
Castor-seed.....do.....		18,111	Cedar (to Manila) pounds.....		109,190
Citronella or essential pounds.....	71,856	52,393	Sandal.....do.....	559,789	28,152
Citronella (to Manila) pounds.....	2,475				
Coconut.....do.....	13,371,393	5,843,293			
Fusel.....do.....	47,094				

BRITISH DEVELOPMENT OF ELECTRICAL UNDERTAKINGS.

[Consul Ross E. Holaday, Manchester, England, June 21.]

At the annual meeting of the Incorporated Municipal Electrical Association held in Manchester on June 20, 1918, the remarkable developments in electrical undertakings and a forecast of the further requirements of the nation were dealt with in detail. The president

of the association in his address pointed out that the municipalities represented at the conference had a capital of over \$291,990,000 and an annual income approaching \$48,665,000. Supply undertakings had played no small part in the nation's activities during the last three years, enabling manufacturers to largely increase their output of essential articles. The usefulness of a centralized supply had been more fully demonstrated than would otherwise have been the case.

The president intimated that they all realized that existing methods required overhauling, as the future prosperity of the nation must almost, if not entirely, depend on the provision of a cheap and reliable supply of electrical energy. Dealing with the progress of the industry, figures were given showing that in the county of Lancashire—probably the most important center from a manufacturing point of view in the country—the national average of 1 horsepower supply to 5 inhabitants was far exceeded and was as high as 5 horsepower per 8 inhabitants. In the area of 400 square miles, with Manchester in the center, and a population of 2,500,000, it was safe to take the power requirements at 1 horsepower to 2 inhabitants. The 18 statutory electricity-supply undertakings in that area had in 10 years increased their capital expenditure from \$20,293,305 to \$32,420,623, the units sold from 65,250,000 to 260,500,000, and the income from \$2,530,580 to \$5,328,817. As to the future, the president thought the output ultimately required for industrial purposes would amount to 2,000,000,000 units per annum. A further field laid in the substitution of electrical heating and cooking for existing domestic fires. Three-quarters of a ton of coal per individual per annum, or nearly 2,000,000 tons, were burned in inefficient open grates. After making some provision for railway electrification, the establishment of new industries, and domestic developments, it was not at all improbable that the total electrical requirements would amount to 5,000,000,000 units per annum.

ECONOMIC GROWTH OF HOKKAIDO.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 1.]

Fifty years ago steps were taken by the Japanese Government to colonize Hokkaido, or Ezo, the area of which, with 13 outlying islands, is 5,084 square ri (854 square miles). At that time there were only 12,000 houses, with 58,400 inhabitants, on the island, but in 1916 the population had increased to nearly 2,000,000 persons. Since the outbreak of the war in 1914, the demand for agricultural products has resulted in great agricultural and industrial development. About 37,000 settlers went to the island last year, and during the last three months about the same number have migrated there. To commemorate the semicentenary of the opening of Hokkaido it is planned to hold an industrial exhibition at Sapporo and Otaru for 50 days beginning August 1, and preparations are now being made by the Hokkaido Government to make this exhibition a success.

[Announcement of this exhibition was made in *COMMERCE REPORTS* for Nov. 26, 1917.]

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FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27186	Machinery.....	27187
Aniline dyes.....	27189	Marine motors.....	27185
Boots and shoes.....	27190	Metal goods.....	27190
Brushes.....	27188	Milk-drying machinery.....	27184
Canned salmon.....	27188	Motor cars.....	27190
Carpets and rugs.....	27190	Paint.....	27188
Chemicals.....	27188, 27190	Pianos and organs.....	27188
Cotton waste.....	27190	Ply wood and veneers.....	27190
Cutlery.....	27190	Paper and cardboard.....	27190
Dried fruits.....	27190	Rope.....	27188
Enamel and aluminum ware.....	27190	Rubber goods.....	27190
General agencies.....	27186	Screws.....	27188
Glass and glassware.....	27188, 27190	Tires.....	27190
Ironmongery.....	27190	Tools.....	27186, 27190
Lanterns.....	27188	Turpentine.....	27188
Linoleum.....	27190	Wire goods.....	27190

27184.*—A dairy company in New Zealand desires to purchase a vacuum milk dryer and contingent machinery. Quotations should be made f. o. b. American port. Payment will be made by cash against documents at port. Correspondence may be in English. References.

27185.*—A firm in Ireland wishes to purchase and secure an agency for the sale of marine motors, outboard and inboard, of a light type, about ‡ horsepower; also automobiles and accessories. Quotations should be made f. o. b. New York. Cash will be paid. References.

27186.†—A man in France with extensive business relations in his country desires to secure general agencies for the sale of American products, especially agricultural implements and machinery and miscellaneous small tools. These agencies are desired for after-the-war trade.

27187.*—A man in New Zealand desires to buy picture-framing machinery in general, oval frames in particular. Catalogues and price lists should be submitted. Quotations may be made f. o. b. American port. Payment will be made against documents. References.

27188.*—A manufacturers' agent in South Africa desires to be placed in communication with American manufacturers and exporters of brushes, calcium carbide, caustic soda, window and plate glass, lanterns, paints, turpentine, pianos and organs, rope, canned salmon, and wood screws. Catalogues and price lists should be submitted. Correspondence may be in English. Reference.

27189.*—A business man in France desires to purchase and secure representations for the sale of aniline dyes, such as marine blue and other solid colors of very good quality for use in the French textile business. Catalogues and price lists, as well as samples, if possible, should be submitted. Cash will be deposited in American bank in France for payment. Correspondence should be in French. Reference.

27190.*—A company in New Zealand wishes to secure an exclusive agency for the sale of cotton waste; enamel and aluminum ware of all kinds, including those for surgical and medicinal uses; metal, iron, steel, pipes, galvanized iron, wire ropes, etc.; tools; cutlery, ironmongery; paper, strawboard, and cardboards of all kinds; window and plate glass; glassware of all kinds, including beer and chemical bottles, preserving jars, etc.; carbide; chemicals; cheap motor cars; rubber goods for all purposes, including tires; 3-ply wood and veneer; boots and shoes; dried fruits; carpets and rugs; fence wire and wire netting; linoleum, etc. Quotations should be made f. o. b. United States port. Payment will be made by 60 or 90 days' draft against acceptance, but other terms will be considered. References.

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No. 165

Washington, D. C., Tuesday, July 16

1918

CONTENTS.

	Page.		Page.
Changes in export conservation list	193	Novel method of railroad inspection	199
Brazil's coal imports during April	194	Restriction of Japanese spinning operations	200
New Danish film company	194	Italy regulates traffic in gold	200
Trade of Tongan Islands	194	American glassware on Mexican market	200
Fish landed at New England ports in May	194	The tea trade of Morocco	201
Cotton consumed and supplies on hand in June	195	American corporations in Japan	203
New prices for German coal in Switzerland	195	German post-war plans for getting raw materials	205
Granting of export licenses for shipments to Mexico	196	Profits gained by monopolies in Japan	207
Commercial and industrial education in Brazil	197	Danish national bank returns	208
Market for furniture in Paraguay	198	Three months' receipts of Lloyd Brasileiro	208
Australia's frozen-meat exports	199	Proposals for Government supplies and construction	208
Increased cereal crop of Tunisia	199		

CHANGES IN EXPORT CONSERVATION LIST.

The War Trade Board announces, in a new ruling (W. T. B. R. 167), the addition of the following commodities to the Export Conservation List, effective July 16, 1918:

Beverages, nonalcoholic, containing sugar.

Moving-picture and other photographic films, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

Phosphorous sesquisulphide, X-2.

Photographic plates, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed plates.)

Stearine, X-1.

The modifications to the Export Conservation List, as shown below, have been adopted, also effective July 16, 1918. Items listed in column 1 include the new modifications and should be substituted for the corresponding items in column 2:

<i>Column 1.</i>	<i>Column 2.</i>
<i>Effective July 16, 1918.</i>	<i>Export Conservation List May 17, 1918.</i>
Medicines, patent or otherwise, if containing any ingredient on Export Conservation List other than alcohol.	Medicines, patent.
Patent medicines, if containing any ingredient on Export Conservation List other than alcohol.	Patent medicines.
Proprietary compounds, if containing any ingredient on Export Conservation List other than alcohol.	Proprietary compounds.

A tin-smelting plant has lately been erected at Leeuwpoot (Transvaal), and it is understood that operations will begin shortly.

Brazil's Coal Imports During April.

Coal arrivals at the port of Rio de Janeiro, Brazil, during April of this year amounted, according to figures supplied by Vice Consul Richard P. Momsen, to 43,868 metric tons, as contrasted with 56,761 tons in April, 1917, and 85,457 tons in the corresponding month of 1916. The United States supplied only 12,042 tons, against 56,761 tons (the total receipts) in April last year and 64,554 tons in April, 1916. The balance of the imports consisted of British fuel.

NEW DANISH FILM COMPANY.

Under the name "A/S Continental Film Agency" a new stock company has been started in Copenhagen, Denmark, with a minimum capital of 250,000 crowns (\$67,000 at normal exchange). According to the Danish press, the company has contracts as general agents in Scandinavia for five large American film corporations.

TRADE OF TONGAN ISLANDS.

[Consul General Alfred A. Winslow, Auckland, New Zealand, June 8.]

The foreign trade of the Tongan Islands for the year 1917 showed quite an increase over that for 1916. The total imports were valued at \$556,192, practically all of which were supplied by New Zealand and Australian firms. The exports amounted to \$595,333, being principally copra, of which there were 6,250 tons.

The outlook for the increase of this trade is promising, and Auckland is planning on securing a greater proportion of it. During 1917 New Zealand firms, principally located in Auckland, supplied articles valued at \$289,703, as compared with \$122,144 for 1916, and \$240,006 for 1915; and Australia, principally from Sydney, supplied articles valued at \$211,036 in 1917, as compared with \$91,154 in 1916 and \$200,183 in 1915.

It is difficult to give the figures for the trade with the United States, as American goods passing through New Zealand and Australian firms are not credited to countries of origin.

FISH LANDED AT NEW ENGLAND PORTS IN MAY.

The Bureau of Fisheries has issued a statistical bulletin, No. 414, giving the quantity and value of fishery products landed at Boston and Gloucester, Mass., and Portland, Me., by American and Canadian fishing vessels in May, 1918.

The fishing fleet landing fishery products at these ports during the month included 259 steam and sail vessels. These vessels landed at Boston 265 trips, aggregating 9,487,194 pounds, valued at \$421,359; at Gloucester, 441 trips, aggregating 10,242,929 pounds, valued at \$313,452; and at Portland 346 trips, aggregating 4,499,315 pounds, valued at \$112,567; a total of 1,052 trips and of 24,229,438 pounds of fresh and salted fish, having a value to the fishermen of \$847,378. These receipts included four trips landed by Canadian fishing vessels, one at Boston and three at Portland, the quantity of fish landed amounting to 833,054 pounds, valued at \$28,104.

COTTON CONSUMED AND SUPPLIES ON HAND IN JUNE.

Preliminary statistics compiled by the Bureau of the Census, Department of Commerce, give the quantity of cotton consumed in the United States in June, 1918, as 527,464 bales, against 574,110 bales in June, 1917. These statistics are given in running bales, counting round as half bales, except foreign cotton, which is in equivalent 500-pound bales. The cotton on hand in consuming establishments on June 30 amounted to 1,661,992 bales, compared with 1,743,527 bales a year ago, and in public storages and at compresses to 2,117,300 bales, compared with 1,402,403 bales. The figures include 11,461 bales of foreign and 5,422 bales of sea-island cotton consumed, 57,616 bales of foreign and 22,584 bales of sea island held in consuming establishments, and 52,094 bales of foreign and 35,381 bales of sea island held in public storage.

Linters not included above were 102,354 bales consumed during June in 1918 and 80,388 bales in 1917; 154,015 bales on hand in consuming establishments on June, 1918, and 129,385 bales in 1917; and 284,162 bales in public storage and at compresses on June 30, 1918, and 232,865 bales in 1917.

Imports and Exports of Cotton and Linters.

Imports of foreign cotton during June, 1918, amounted to 30,194 bales, against 26,181 bales in 1917; exports of domestic cotton and linters for the month were 273,302 bales, against 245,709 bales in 1917. The figures include 9,101 bales of linters exported during June in 1918 and 20,077 bales in 1917.

The world's production of commercial cotton, exclusive of linters, grown in 1917, as compiled from published reports, documents, and correspondence, was approximately 17,410,000 bales of 500 pounds net, while the consumption of cotton, exclusive of linters in the United States, for the year ending July 31, 1917, was approximately 20,180,000 bales of 500 pounds net.

NEW PRICES FOR GERMAN COAL IN SWITZERLAND.

[Consul William P. Kent, Berne, Switzerland, June 13.]

The new economic agreement between Switzerland and Germany of May 15, 1918, was signed and ratified June 3, and became effective from the latter date. Under it Germany allows the exportation of 200,000 tons of coal monthly to Switzerland. The price of the coal will average \$33.38 per metric ton at the mine. For 60,000 tons (the quantity approximately used for household purposes), Germany grants a rebate of \$7.72 per ton.

The use of the German coal in Switzerland was almost without restriction of use up to the time of the new agreement, whereas now Germany has made a list of goods which can not be exported from the Republic after June 15, 1918, if German coal has been employed for their manufacture. The Swiss machine industry will especially feel this restriction, also certain chemical works; but it has been calculated that such goods manufactured in Switzerland for export need 4,000 to 5,000 tons of coal monthly, whereas the country receives about 8,000 tons of coal monthly from the allies.

The Swiss Economic Department published the rules regarding the maximum prices of German coal. The prices are per 10 tons and in entire carloads from the pit. The qualities of the coal are divided into eight groups, which vary in price from \$160.19 to \$401.44 per 10 metric tons (22,046 pounds).

Delivered Prices—New Schedule Shows Sharp Increase.

For deliveries in entire carloads from inland stocks the prices increase by \$19.30 for each 10 tons. For deliveries to the house of the buyer the usual transport fee will be charged. For retail, i. e., for deliveries under 10 tons, the selling prices have to be fixed through an agreement between the cantonal and local authorities and dealers, taking in consideration the location of the place. Price disputes between buyer and seller, cantonal and local authorities, will be settled by the coal central office.

The prices of German coal in Switzerland have increased considerably on account of the new agreement. The old agreement had fixed the price of coal per metric ton (2,204 pounds) at \$17.37. This figure served as basis, but was the price for coal at the Saar pit. Taking into consideration the deliveries of coal from other and nearer German mines, the price in general amounted to \$16.06. The new agreement prescribes a price \$17.37 higher, or just double that previously charged, i. e., \$34.74 per ton. Bearing in mind the various German coal mines, it has therefore been calculated that the average price will be, as already stated, \$33.38 per short ton under the new agreement. It is understood that low-grade coal can be bought under \$34.74, whereas good-quality German coal is sold at \$40 per ton and more. The increase will therefore in some cases amount to \$27 per ton.

GRANTING OF EXPORT LICENSES FOR SHIPMENTS TO MEXICO.

In giving concrete expression to the friendly sentiments expressed in behalf of the Government of the United States by President Wilson in his address to the Mexican journalists at the White House on June 7 last the Department of State has arranged that export licenses will be freely granted for shipments to Mexico of the commodities enumerated below, subject only to the restrictions imposed by the laws and regulations of the United States respecting trading with the enemy:

1. Corn, 1,500,000 bushels, approximately 30,000 tons, between now and November. If purchases are in considerable quantities, they should be made through United States Food Administration.

2. Coke will be licensed if drawn from certain specified districts.

3. Ammonia will be supplied to Mexico for ice making, refrigerating, and foodstuffs, but not for beer making. In other words, Mexico will be treated in exactly the same way as all other South and Central American countries.

4. Agricultural machinery licenses will be granted liberally. Mining machinery licenses, where required for production of metals, will be granted liberally.

5. Articles of iron and steel manufacture. Generally speaking, this country will license freely all articles of steel and iron manufacture which are to be used for the purpose of producing war material for this country. In other cases this country, on account of the necessity for conservation, restricts the exportation of iron and steel to all countries.

6. Articles for the exploitation of mines, especially cyanide, dynamite caps, and fuses. Mexico is now getting cyanide for their gold products. All countries have been rationed with respect to cyanide, since there is not enough to go

around. Export licenses are granted for dynamite to Mexico as required for mining purposes. The same applies to caps and fuses.

7. Common Soap. License will be granted for 2,000 tons.

8. Licenses will be granted for copper in manufactured form to as great an extent as the conservation measures of the United States will permit. The same applies to zinc. The United States is short of ferromanganese and, accordingly, will not be able to grant export licenses for this commodity to any great extent.

9. Licenses will freely be granted for the following foodstuffs to Mexico: Canned herring, canned sardines, butter, cocoa, condensed milk, corn, corn meal, corn flour, confectionery (including chocolate candy), barreled beef, dried fruit, lard, mutton oil, oats, pork, pork products, oleo oil, peas (not seed), tea. Purchases in considerable quantities to be made through Food Administration. The United States will freely license all pork products to Mexico.

The United States is also prepared to license for export to Mexico a considerable amount of railway equipment, the character of which has been communicated to the Mexican Government.

List Not Exclusive.

The above list of articles is not meant to be exclusive. The Government of the United States will be glad to consider carefully and in the most friendly spirit any requests which the Mexican Government may make for the inclusion of other articles in this list. The United States has been compelled to conserve certain commodities indispensably required for its own use and for the use of the governments associated with it in the war, which in normal times would be permitted to be freely exported from the United States to Mexico; but as a result of the efforts of the United States Government to stimulate production, the list of such conserved articles will gradually contract and conditions of trade and intercourse between the two countries will, it is hoped, soon become normalized. In taking this friendly position toward Mexico, the United States Government has no doubt that the Mexican Government will continue to allow commodities not imperatively needed in Mexico to be exported to the United States and will not permit the commodities and food received from the United States nor similar commodities and food to be exported to other countries.

COMMERCIAL AND INDUSTRIAL EDUCATION IN BRAZIL.

The government of the city of Rio de Janeiro, Brazil, recently arranged through the Brazilian ambassador to the United States for the preparation of a plan for a school of trades to be established in that city. The plan has just been completed by Prof. Charles A. Bennett, of the Bradley Polytechnic Institute, editor of the *Manual Training Magazine* (Peoria, Ill.), who secured data for his report from the United States Bureau of Education, from the Bureau of Foreign and Domestic Commerce, and from the heads of various technical schools in this country. Prof. Bennett's report covers the industries of Brazil which call for careful consideration in connection with the purpose of opening trade schools. It includes types of curricula to be offered, with blue-print plans for the scheme of buildings, and general organization. In submitting his plans Prof. Bennett emphasized the necessity of building the schools in such a place and manner as would permit the expansion that must inevitably come with the developing industrial needs of the Brazilian capital.

MARKET FOR FURNITURE IN PARAGUAY.

[Consul Henry H. Balch, Asuncion, May 18.]

The bulk of the furniture used in Paraguay is of local manufacture from the native hardwoods which serve well for such purposes. Most of the designs are very simple and consist of beds, wardrobes, washstands, tables, dining-room sets, chairs, benches, bookcases, etc., which are not only made from the hardwoods of the country but are made as well from the bamboo and rattan which is found in the country. The factories that turn out the furniture are all small concerns, and most of the work is done by hand.

There is very little retail trade in imported furniture. Probably half of such furniture found in the country is brought in by individual families who are not satisfied with the less expensive native furniture. Owing to high freight costs from the United States or Europe on furniture, all of which must be transshipped at Buenos Aires or Montevideo to river steamers, and the high duty, which, in most cases, is 62 per cent on fixed valuations that were assessed in 1909, imported furniture sells at practically double the prices at which it sells in the United States. The native-made furniture retails at somewhat smaller prices than imported furniture of like class, but it is also much dearer than the corresponding classes would be in the United States.

Countries Supplying Imported Furniture.

The following figures, furnished by the statistical office of the Paraguayan Government, show the values of the furniture imported in 1917, expressed in Argentine gold pesos (1 peso=\$0.965) and the countries of origin: Argentina, 3,356 pesos; France, 818 pesos; Great Britain, 50 pesos; United States, 2,016 pesos; and all other countries, 322 pesos.

As the tariff valuations are fully 50 per cent under the present actual costs the above totals show the trade to be less than what it actually is.

There is no present prospects of developing a demand for imported household furniture among the mass of the people of the country, who in most cases are poor and have no desire for more than a few pieces of very simple homemade furniture, unless it may be sold cheaper than the native-made articles. The better class of people, found in Asuncion and other of the more important towns throughout the Republic, like imported furniture, and those who can afford it go to Buenos Aires, or else order from abroad, for the furniture to equip their homes. It is among this class of people that the market for foreign furniture may be developed.

There is but one furniture importing establishment of any importance found in the country (the name of which can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103594).

The value of the imports into the State of Victoria, Australia, increased from \$34,131,899 for the first four months of 1917 to \$41,181,676 for the same period in 1918. The principal increases were in apparel and soft goods, jute, oils, rubber goods, timber, and vehicles.

AUSTRALIA'S FROZEN-MEAT EXPORTS.

[Howard A. Treat, secretary to commercial attaché, Melbourne, May 14.]

Exports of beef, mutton, and lamb from Australia during past year are stated in "Weddell's Review of the Frozen Meat Trade" at 118,540 tons, of which 108,740 tons were beef and only 9,800 tons mutton and lamb. This meat, it is asserted, was all shipped for the United Kingdom except 5,530 tons. In 1916 the total export was 104,000 tons, in 1915 132,000 tons, and in 1914 171,200 tons.

Referring to experiments in the cutting of frozen carcasses with a view to economical stowage on board ship, the Review declares that in the case of mutton and lamb these proved successful to the extent of saving 15 to 30 per cent of space. It is contended that "although such methods may pass muster under war conditions, there is no assurance that buyers would be satisfied to accept them in normal times."

INCREASED CEREAL CROP OF TUNISIA.

[Consul Edwin C. Kemp, Tunis, June 12.]

The Tunisian Government has furnished the following figures for the Tunisian cereal crop of 1918. These figures are provisional and will be revised when the grain is harvested. Similar figures for the previous year are given to show the considerable increase in the present crop:

Cereals.	1917		1918	
	Quintals.	Bushels.	Quintals.	Bushels.
Wheat.....	1,934,000	7,106,300	2,560,000	9,406,293
Barley.....	1,650,000	7,578,400	2,270,000	10,427,213
Oats.....	491,000	3,403,400	551,000	3,813,713

NOTE.—Metric quintal equals 220.46 pounds avoirdupois converted on the basis of 60 pounds to the bushel for wheat, 48 pounds for barley, and 32 pounds for oats.

Under date of May 29, 1918, the Tunisian Government placed the 1918 cereal crop under a general requisition similar to that of 1917. The prices fixed by the Government are 43 francs per quintal of wheat, 30 francs per quintal of barley, and 29.50 francs per quintal of oats.

NOVEL METHOD OF RAILROAD INSPECTION.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, June 28.]

In a motor car of American design fitted with flanged wheels to conform to railroad requirements, the general manager of the Canadian Government Railways, accompanied by other officials of the system, has just made a tour of inspection of the recently acquired Elgin and Havelock line. The trip was made from Moncton to Petitcodiac on the Moncton-St. John line, and from there the entire route of the Elgin and Havelock was covered.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

RESTRICTION OF JAPANESE SPINNING OPERATIONS.

[Consul General George H. Seidmore, Yokohama.]

The Japanese spinning companies are bound by an agreement to restrict operations at the mills by 10 per cent from the beginning of the year to June, and, according to the Japan Chronicle, a proposal has recently been made to continue the agreement to the end of the year, the avowed reason being the necessity of conserving the stocks of raw cotton in view of the difficulty of getting imports. Spinning companies turning out yarn of under 21 counts, or those which are chiefly consuming Indian cotton, have agreed to the proposal, but those which are the consumers of American cotton have objected on the ground that there is no need to restrict the consumption of cotton. To reach a final decision on the matter the Japan Spinning Association held a meeting at the Osaka Hotel on May 27, when it was decided to carry out the proposal, excluding those companies that are producing yarn of over 21 counts. At present the total number of spindles in this country is about 3,000,000, of which 1,200,000 belong to the companies to be excluded from the agreement for the restriction of operations.

ITALY REGULATES TRAFFIC IN GOLD.

[Consul General David F. Wilber, Genoa, June 10.]

For the duration of the war and for six months after the conclusion of peace all persons in Italy who carry on the exchange of moneys or deal in articles made of gold must keep a special register for transactions of this kind. In this register must be entered all operations, whether of purchase or of sale, in gold coin, giving the name, the nationality, and domicile of the seller or purchaser, and specifying the kind of money and the reasons for the operation. The register must also show what gold coins have been received or disbursed as payment or exchange or for any other reason, in addition to those just indicated. Goldsmiths are included among those who must keep a register of their transactions.

The three banks of issue in Italy are authorized to receive, on special interest-bearing deposit, gold coins in legal circulation in the Kingdom as well as pounds sterling and dollars, and eventually other gold coins. These deposits may be withdrawn in the identical coin six months after the signing of the treaty of peace, from which date the deposits will cease to bear interest.

AMERICAN GLASSWARE ON MEXICAN MARKET.

[Consul Norton F. Brand, Salina Cruz, June 18.]

All the drinking glasses used in the Salina Cruz district at the present time are of American manufacture. Prior to the European war glassware was largely imported from Spain and Germany. The water glass used was double or treble the size of the ordinary American drinking glass and of much heavier make, but all have disappeared, as the life of a glass is very short.

The American glass is not suited to the Mexican market. In the Tropics people drink deep; the American goblet or tumbler must be constantly replenished; and if a larger article is not placed on the market American glassware will be driven from the field when European supplies are again available.

THE TEA TRADE OF MOROCCO.

[Consul General Maxwell Blake, Tangier, June 12.]

In the import returns of the Shereefian customhouse tea occupies the third place of importance. It is the favorite beverage among the natives of the country, green tea forming an essential article of diet for all Moors of whatever degree or occupation. Black tea is consumed in relatively unimportant amounts by the limited European population. The following table indicates the quantities and values of tea imported into Morocco during the years 1913-1916:

Imported from—	1913		1914		1915		1916	
	Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.
England.....	2,321	\$1,007,659	1,864	\$608,123	2,478	\$1,400,852	2,701	\$1,908,981
France.....	516	227,885	338	153,199	304	148,980	687	436,594
Germany.....	547	193,418	414	151,620				
Other countries.....	340	114,708	7	1,848	8	3,109	2	1,393
Total.....	3,724	1,543,670	2,623	1,214,790	2,790	1,552,941	3,390	2,346,968

The types of green tea in general demand in Morocco are Sow Mee, Young-Hyson, Foong Mee, Chum-Mee, and Gunpowder. All these types are consumed throughout the country, but various towns or districts show marked preference for one variety over another.

Terms of Sale—Packing.

Prices for green tea are almost invariably quoted c. i. f. Moroccan ports, insurance covering marine risks. War-risk insurance constitutes an additional charge on the invoice.

Payment in Morocco for shipments of tea has always been effected by bills of exchange of varying periods. The usual term of credit is four months from date of invoice. Before the war these terms were frequently subject to extension, and in some cities, as Larache, Fez, and Marrakesh, the original credit demanded was six to nine months.

Most tea shippers have continued to sell in Morocco, up to the present time, against bills of exchange at four months' date, but considerable business is now transacted on the basis of cash against delivery of shipping documents. A discount of $2\frac{1}{2}$ per cent minimum is always allowed for cash payments.

Green tea, shipped to Morocco, is packed in lead-lined square cases, containing 60 to 80 pounds net weight of tea. The more expensive qualities are packed in double boxes. The boxes are invariably covered with canvas, outside which there is a further casing of wide straw matting.

Method of Marketing.

European tea shippers effect their sales in Morocco through the intermediary of local agents, who are kept supplied with samples of the qualities available for offer, together with current prices. Upon these bases orders are transmitted by the local agents to their principals, who make shipments direct to the buyers.

Drafts are attached to the bills of lading, and the latter are delivered to the buyer against his acceptance of the draft. This operation, in most cases, is effected through one of the local banks, but in some instances is confided to the local agent himself.

The local agent's agreement invariably contains a clause requiring him to act in case of need; and in the event of a customer refusing to take up the documents covering his shipment the agent is expected to take possession of the goods, store, and dispose of same for the account and in accordance with the instructions of his principals. In some cases the agent undertakes "del credere" engagements, constituting himself guarantor for payment of all goods shipped under orders booked by him. These are somewhat exceptional conditions, and such engagements are remunerated by a substantial increase in the amount of the agent's commission.

The average amount of the agent's commission on tea sales is 5 per cent of the invoice.

The Moor an Exacting Customer—Sources of Supply.

The native tea consumer is very difficult to satisfy, and on this account the Moroccan tea importer is extremely particular about the quality of the goods supplied him. The shipper must exercise the greatest care that shipments are made in strict accordance with sample, otherwise he will expose himself to serious difficulties and to interminable complaints and claims on the part of the importer.

London has always been the most important center of Moroccan tea supplies. Hamburg merchants before the war were attempting to secure this trade by means of long credits and other facilities which they were prepared to grant to native buyers. Some progress was observed in the trade of German tea shippers, but the Moroccan has always shown marked preference for tea from London. On this account before the war it was difficult to find any Moroccan firms disposed to take up the representation of any but British tea merchants, and almost all important merchants in Morocco had their London connections for the sale of tea.

The favored position of London as a tea market is a result of its numerous and regular steamship connections with the Orient.

American Participation in Moroccan Tea Trade.

Curtailment of freight from the Orient and the exhaustion of European stocks may contribute to throw the future of the tea trade in the melting pot, and London can no longer be said to be an exclusive center of distribution for this commodity.

With the vastly improved conditions of the mercantile marine of the United States, which may be anticipated as a result of American shipbuilding activities it is not improbable that a permanent displacement of market centers for various products may result after the war, and if these shipping facilities should be availed of by American tea dealers, making American ports favorable centers of distribution, there would appear to be no reason why shippers in the United States should not participate to an important degree in the future tea trade of Morocco. It must be remembered, however, that the establishment of direct shipping communication between the United States and Morocco is an essential condition to the building up of any permanent trade between the two countries, especially so in any attempt to obtain a lasting participation in the supply of a staple commodity, such as tea.

[A list of the principal Moroccan importers of tea may be procured from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 103530.]

AMERICAN CORPORATIONS IN JAPAN.

[Commercial Attaché F. R. Rutter, Tokyo.]

The question has been asked as to the best method by which an American corporation can do business in Japan.

Japanese law distinguishes four kinds of commercial company: (1) Ordinary partnerships (gomei kaisha), (2) limited partnerships (goshi kaisha), (3) joint-stock companies (kabushiki kaisha), and (4) joint-stock limited partnerships (kabushiki goshi kaisha).

A joint-stock company (kabushiki kaisha) may be formed by not less than seven persons. The permission of any public authority is not necessary. The promoters must execute a company contract containing various matters specified in the commercial code, including the name and object of the company, the amount of its capital, the number of its shares, and the place of its principal office. All the shares must be taken and at least one-fourth of the par value paid in before the company is registered. The par value of a share must be at least 50 yen, except in case the shares are fully paid up, when the par value may be as low as 20 yen. Stock certificates may be made payable to bearer only when the shares have been fully paid up.

The actual management of the company is in the hands of directors, each of whom has power to act for the company, like a partner for his firm, unless this power is curtailed by the company contract and the fact duly registered.

Methods of Registering American Companies.

An American attorney, resident in Japan, has furnished the following statement describing the methods of registering American companies in Japan and discussing the desirability of establishing by registration an American company in Japan, and of forming a separate company incorporated under Japanese law:

There are three ways, and only three, in which an American corporation can do business in Japan: (1) By appointing an individual as agent for the corporation in Japan; (2) by incorporating under the laws of Japan, and (3) by registering as a foreign corporation.

In respect to the first method, the corporation is not regarded as itself doing business in Japan; it has no legal standing here, and it can not sue or be sued. Contracts are made by the agent and not for and on behalf of the corporation. Credit and confidence is due entirely, therefore, to the agent's own position here, since all parties must look to him for satisfaction. The agent must pay a business tax on the volume of business done and also an income tax on the profits. In the case of an income tax, the rate of which the individual must pay is higher than that which a corporation must pay. No corporation desiring to conduct business direct with Japan can do so by having an agent represent it. It leaves, therefore, only two methods for a corporation to do business direct: (1) By registration as a foreign corporation, and (2) by incorporation under the laws of Japan.

A foreign corporation which registers a branch in Japan has practically the same standing as a corporation organized under the laws of Japan, with the exception that it can not own real estate in Japan and it can not become the owner of shares in certain Japanese corporations, such as the Bank of Japan and the Yokohama Specie Bank; it follows, of course, that such a corporation can not become the owner of ships registered under the Japanese law. A foreign corporation establishing a branch here must select some individual as its representative in Japan. Such an individual has very broad powers and stands in much the same position as a managing director of the Japanese corporation who represents the company in its ordinary affairs of business. He has power to make contracts, sign checks, buy and sell the property of the company in the ordinary course of business. The powers of a representative are not necessarily limited to those conferred upon him in the power of attorney from his company. The tendency of the Japanese law, so far as the third persons are

concerned, is to hold the corporation responsible even if the powers stated in the power of attorney are exceeded, provided the transaction is one which comes within the ordinary course of business of the corporation.

A foreign corporation establishing a branch here must pay the same taxes as a Japanese corporation—that is, a business tax and an income tax on the profits. Such taxes are only on the business done in Japan and the profits earned here. There are no taxes on the capital of the corporation and the business done elsewhere. The corporation can, of course, sue and be sued in its own name, and enter into contracts in its own name, and has practically the same powers as a domestic corporation. The registration of a branch is comparatively simple, except in the case of banking and insurance companies, when it is extremely difficult.

As the advisability of incorporation under the laws of Japan, from what has been said it will be seen that a domestic corporation does have some advantages which a foreign corporation does not, but in respect to the ownership of ships, even a Japanese corporation the majority of shareholders of which are foreigners can not own ships registered under Japanese law. In the matter of taxation they stand on an equal footing, except that, of course, a foreign corporation paying the tax in Japan might also find that it had to pay a tax on these profits in the country where it was incorporated, thus being subject to a double taxation. If it was incorporated under the laws of Japan, this might be avoided, although the shareholders in the United States might be taxed on the income of the shares they hold in the Japanese corporation.

There is one practical disadvantage of the Japanese corporation composed of foreigners, and that is that while it is legally a Japanese juridical person and must look to Japan for the protection of its interests abroad, say, for, instance, in Russia, and while this protection will be given, it will not be given with the same enthusiasm as in the case where the shareholders are Japanese. In other words, such a corporation is similar to a half-caste and is regarded in very much the same way.

The necessary documents to be supplied by any corporation desiring to register a branch in Japan are as follows: (1) Certified copy of the certificate of incorporation; (2) certified copy of the resolution of the board of directors authorizing the establishment of a branch and the appointment of a representative; (3) affidavit containing certain information; (4) power of attorney authorizing registration; (5) general power of attorney conferring powers on the representative.

All these papers must bear the certificate of the Japanese consulate to the effect that the notary or other official before whom the acknowledgment is made is a properly authorized notary. [Copies of these, except the general power of attorney, are on file in the Bureau of Foreign and Domestic Commerce, and may be examined on application to the Bureau; refer to file No. 20088.]

Relative Advantage of Different Plans.

As above indicated, the advantage of the branch office is that it continues to enjoy American protection. The disadvantage is the heavier taxation in the United States. If the company retains American nationality, it is subject to the income tax on its whole earnings, including those obtained in Japan. So far as the normal tax is concerned, this involves no extra contribution, since the dividends might be deducted from the returns otherwise paid to the individual stockholders. With the supernormal tax, however, the situation is entirely different.

Accordingly, where the business is large enough to make the supernormal tax a considerable item, it may be preferable to incorporate a separate company in Japan. Moreover, the larger the company the less likely it is to need governmental protection in a third country. In Japan either a branch office or a separate company would enjoy full protection. The advantage of American protection would apply chiefly when operations are conducted also in other countries. The nature of the business, moreover, has an important bearing on the question.

GERMAN POST-WAR PLANS FOR GETTING RAW MATERIALS.

[British (Government) Board of Trade Journal, May 30.]

An economic recovery after the war can only be effected, in the opinion of German statesmen and business men, by the rapid acquisition by Germany of essential raw materials. Access to the raw materials of the world is, therefore, the first and most determined aim of Germany's present reconstruction preparations. The grouping, amalgamation, and consolidation of the greater industries under a central control and the foundation of import and export companies are being undertaken in the first instance in order to speed up and facilitate the buying of raw materials, and, ultimately, to provide an organization for mass and, wherever possible, standardized production.

Whatever can be done by internal organization is consequently being done at the present time in Germany. It is, however, generally acknowledged that the extent to which Germany will succeed in acquiring raw materials can not be known until the conditions of peace are known.

Views of Bremen Business Circles.

An interesting summary of the German attitude toward the economic problem is contained in a recent issue of *Der Welthandel*, which gives the following view expressed by the business community of Bremen:

After the war Germany would need, first and foremost, material for spinning, hides and skins, high-grade ores, rubber, timber for shipbuilding and furniture-making, oil-producing plants, animal fats, fodder, fertilizers, coffee, cocoa, tea, tobacco, and precious metals. While before the war these things were in part drawn from Germany's African and South Sea colonies, the country's supply of staple articles, which must be regarded as serving to regulate exchange, came from sources now hostile, e. g., cotton and tobacco from America, coffee and tobacco from Brazil, wool from Australia and British South Africa, and oil-producing kernels from English and French West African colonies.

Commerce, imports, manufacturing industries, exports, shipping, banks, and insurance companies all depend on the possibilities afforded to German enterprise by the peace conditions, and every differentiation to its detriment and any withholding of raw material must be prejudicial to its power of competition. The present war is a "raw material war" in the widest sense of the term, and, should the peace not be such as Germany desires, Germany will have to export men instead of goods, as it did a few decades ago. It is therefore necessary that a proportion of raw materials corresponding to the importance of its industries should be assured to Germany, for it must not be forgotten that since the outbreak of war Germany has been forced to dispense with thousands of articles which it drew from overseas.

That Germany has the means of forcing its opponents to grant it equality of economic rights is obvious when it is remembered that America requires German phosphates for its agriculture, German chemicals and dyes, medicines, orthopedic and surgical instruments, Solingen steel, etc., all of which, however, are not really an equivalent for cotton, wool, copper, and the like.

The New Government Departments.

It is natural therefore that of all the problems which have been set before the Government Department dealing with reconstruction under the newly created Imperial Department of Economics that of raw materials is by far the largest and most important. Of the nine separate sections belonging to the new department no fewer than six are concerned with the study of raw materials, and an analysis of them shows what materials and groups of commodities had come within their scope up to the end of March.

Section III. Iron ores, manganese ores, slag, chrome, wolfram and molybdenum ores, timber, paper, stone.

Section IV. Lead, antimony, zinc, tin, nickel, cobalt, copper, and their corresponding ores, china clay, graphite, and machinery.

Section V. Textiles. Subsections for cotton, wool, bast fibers (jute, flax, hemp, and textile substitute materials), silk, rags, and worn textile materials.

Section VI. Cereals, barley, maize, bran and other albuminous feeding stuffs, meat, and live cattle.

Section VII. Sea-borne imports. General Section: Groceries, sausage skins, gum, rubber, cane for chairs, hair, bristles, tobacco (except that imported overland). Subsection for oils, fats, oil seeds, and asbestos. Subsection for skins, hides, leather, and leather goods.

Section VIII. Overland imports, import restriction, coal and other mineral fuels, phosphates, with the exception of phosphates and pyrites to be found in Asia Minor.

These sections are assisted by expert committees for the various groups of materials.

Work of the Sections—Purchase Arrangements.

It is stated that the activities of the Imperial Department of Economics have been confined hitherto to preliminary preparations. Data have been collected for nearly all commodities in order to determine statistically the requirements in raw materials. Cargo-space conditions and the freight agreements already concluded by the shipping firms have also been ascertained, and will be kept up to date. Finally, lists have been drawn up of the goods which German firms have at their disposal in foreign countries by virtue of purchase or delivery contracts, and which will be ready for importation after the war. This information is necessary for the solution of the cargo-space problem and for judging the volume of foreign exchange required. The attempt to obtain a survey of Germany's obligations to foreign countries and Germany's foreign credit balances after the conclusion of peace, it appears, has not been successful.

With regard to the provision of raw materials and goods for the various groups of industries and to their distribution, numerous conferences with the parties interested have in the case of many goods already taken place. It is said that these conferences have been so far successful that a special organization can be established in a short time, so far as it is at all necessary for the goods in question. The requisite statutes to bring into force the decisions of the committees working in conjunction with their respective sections have, it is stated, for the most part been drawn up and discussed.

With regard to purchases which have been, or will be, effected by individuals or members of companies, agreement has been reached with the Reichsbank and with representatives of the parties concerned as to the principles which shall govern the conditions of payment, the obligations incurred, and the share in the imports assignable to firms in the same line of business. With regard to the raw materials which are stored in foreign countries for Germany's account, returns have been called for. According to the *Norddeutsche Allgemeine Zeitung* the head of the commercial policy section of the Department of Economics has successfully endeavored to secure these raw materials as far as possible for import after the conclusion of peace, and, while giving suitable preference to prior purchases, to make certain that firms in the same line of business should be given a share of these goods. For some raw materials which are especially needed by the general public, and which are difficult for an indi-

vidual importer to procure, the head of the commercial policy section himself has concluded arrangements for prior purchases. It is, however, admitted that the amount of goods secured up to the present by this method of prior purchase is not large.

Germany's Position Discussed.

For the past few weeks much space has been devoted in the German daily press to reviews by economists and ex-consuls of the raw-materials situation after the war. Most of these writers express the view that the Entente hold far stronger cards than the Central Powers. In fact, potash, dyes, and chemicals, which are Germany's greatest assets, are considered to be less indispensable to the Entente than are wool, cotton, copper, leather, rubber, etc., to Germany. The *Vossische Zeitung*, in particular, stated on April 16:

By cutting off textiles the Anglo-Saxons will harm us in our clothing and comfort, but if they succeed in changing the distribution of raw oleaginous products, or in hampering our supply, then they will be attacking the sources of our existence. The ruin of our candle, soap, fat, oil, and varnish industries would not be the worst consequence. The residues from oleaginous plants as cattle food play a preponderating part in our farming. From these our oil industry obtained (in 1913) 800,000 tons of vegetable oils, while 900,000 tons were transformed from pulp into cattle fodder. It is no mere fanciful statement that if, after the war, we obtain practically no more oleaginous products from the English colonies, then we lose over 70 per cent of our colza and rape seed imports, 45 per cent of our poppy imports, nearly 50 per cent of our groundnut imports, and almost 30 per cent of our sesame imports. We would not get more than 10 per cent of our previous palm-kernel supply, and we should lose 45 per cent of our copra imports. Fibrous materials and oleaginous fruits are by far the most important for us, and after them comes copper.

From this the writer goes on to point out the advantages that will accrue to Germany of certain acquisitions of territory in Africa. Colonial aspirations appear and disappear in the German press as the military situation becomes favorable or unfavorable. To the German mind over-sea colonies are areas for exploitation in raw materials, and their value is measured by the amount of necessary products which they may be made to yield.

PROFITS GAINED BY MONOPOLIES IN JAPAN.

[Excerpt from Japan Gazette of May 16, transmitted by Consul General George H. Seidmore, Yokohama.]

Mr. Kano, president of the Monopoly Office in Tokyo, has announced that the total profits gained by the monopolies during the fiscal year ending March 31 amounted to 80,000,000 yen (\$39,840,000). This is the highest figure reached since the establishment of the monopoly. Receipts by the Salt Monopoly show a diminution, as compared with last year, but the receipts of the Tobacco Monopoly were considerable, due to the unprecedented prosperity in commercial and industrial circles. While the price of cigars and cigarettes has risen considerably, the sales during the last fiscal year show an increase of 35 per cent over the preceding fiscal year. As to camphor, the authorities have advanced the price five times during the last fiscal year on account of the keen demand abroad, and now contemplate erecting more warehouses for these monopolized articles at all important places.

The Netherlands Government has requisitioned the entire Dutch flax, flax straw, and linseed crops for the year 1918.

DANISH NATIONAL BANK RETURNS.

According to figures in the Danish press, national bank returns as of May 19 show holdings in gold money or bullion amounting to 184,171,391 crowns (\$49,357,933 at normal exchange), in silver and other small money 2,447,431 crowns (\$655,912); total, 186,618,822 crowns (\$50,013,845), against 186,758,723 crowns (\$50,051,338) the previous week. Notes in circulation amounted to 329,449,974 crowns (\$88,292,593), against 337,323,685 crowns (\$90,402,748) the previous week.

THREE MONTHS' RECEIPTS OF LLOYD BRASILEIRO.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 3.]

The Lloyd Brasileiro Steamship Line, which is owned by the Brazilian Government, has issued the following report of receipts for the first three months of the current year, as compared with those of the corresponding period of 1917: Receipts, January-March, 1918, \$5,129,143 (U. S. currency); receipts, January-March, 1917, \$3,269,041; excess in favor of current year, \$1,860,102.

A maximum price of 80 florins per 1,000 kilos (about \$39 per ton at present exchange) has been fixed for first-quality hay of the 1918 crop in the Netherlands. A central bureau has been established to insure a proper distribution of the hay.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Medical depot supplies, No. 5321.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until July 24, 1918, for furnishing and delivering the following: Axes, ax helvies, soap, steel erasers, lantern wicks, litter tacks, padlocks, shears, sickles, spatulas, butchers' steels, wire cutters, and folding lanterns. Circular No. 836.

Piping and fittings, No. 5322.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until July 29, 1918, for furnishing and installing piping, fittings, valves, and accessories necessary for complete distributing systems for compressed air, fuel oil, hydraulic power, fresh and salt water, oxygen, hydrogen, and acetylene in the structural shop in the navy yard at New York, N. Y.

Stove coal, No. 5323.—Sealed proposals will be received by the Superintendent Lighthouses, Tompkinsville, N. Y., until July 18, 1918, for 146 tons of stove coal delivered at Newport, R. I.

Brooms and brushes, No. 5324.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 26, 1918, for furnishing and delivering in equal quantities each month from July to December, 1918, inclusive, long-handled hair brooms, counter hair brushes, hand fiber brushes, paint brushes, scrubbing brushes, and corn brooms.

Surgical supplies, No. 5325.—Sealed proposals will be received at the Medical Supply Depot, 628 Greenwich Street, New York, N. Y., until July 24, 1918, for furnishing and delivering in equal quantities each month from July to December, 1918, inclusive, hand atomizers, rubber hot-water bags, rubber bandages, assorted elastic bands, flexible bougies, rubber tips for crutches, surgical cushions, rubber gloves, syringes, tubing, etc.

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No. 166

Washington, D. C., Wednesday, July 17

1918

CONTENTS.

	Page.		Page.
Ruling regarding the importation of copper ores.....	209	Brazilian firm starts pearl-button manufactory.....	214
Importation of copra permitted.....	209	New Zealand construction notes.....	215
Norway's merchant marine.....	210	Creation of Australian Board of Trade.....	215
Commercial failures in Argentina.....	210	Prefect's report on conditions in Rio de Janeiro.....	216
Fishery products landed at Seattle in May.....	210	Motion-picture situation in Hongkong.....	218
Shortage of tin plate in Australia.....	211	Forecast of Greek currant crop.....	219
Profits of the Japan Mail Ship Co.....	211	Special reports compiled by Bureau.....	219
New commercial map of China.....	211	Development of Argentine Industries.....	219
Advertising methods in eastern Greece.....	212	Canadian canned goods imports.....	221
Organization of Combined Buyers (Ltd.) in New Zealand.....	213	British coal prices raised.....	221
		Ancient Peruvian textile designs.....	222
		Atlantic coast tide tables for 1919.....	224

RULING REGARDING THE IMPORTATION OF COPPER ORES.

Owing to some uncertainty regarding the application of the restriction imposed by the War Trade Board upon the importation of copper ore, the Board has, by a new ruling No. 169, altered the original ruling to read that hereafter no licenses will be issued for the importation of copper concentrates containing less than 60 per cent of copper, except for shipments from Cuba, Canada, and Mexico. All outstanding licenses for the importation of copper concentrates containing less than 60 per cent of copper have been revoked as to shipments from abroad after July 20, 1918, except for shipments from the three countries above specified, from which copper ore may be imported.

This restriction is not to be construed as affecting the importation from any nonenemy country of copper matte or blister copper, or copper concentrates containing 60 per cent or more of copper.

The purpose of the new ruling, as of the former one, is to bring about the ocean transportation of copper in a concentrated form rather than as the bulkier ore.

IMPORTATION OF COPRA PERMITTED.

The limitations imposed by the War Trade Board by a W. T. B. R. 148, published June 25, 1918, upon the importation of copra (coconut meat broken but not shredded, desiccated, or prepared) have now been rescinded. Licenses which were then revoked have now been reinstated and new applications for licenses to import copra will be considered.

On the other hand the restriction then imposed upon the importation of shredded, desiccated or prepared coconut meat (otherwise known as "Ceylon copra") remains in force and (according to this new ruling, W. T. B. R. 168) none will be admitted except such ocean shipments as were made on or before June 30, 1918.

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NORWAY'S MERCHANT MARINE.

[Vice Consul H. E. Carlson, Christiania, June 13.]

The most recent report published by the Norwegian Department of Commerce shows that on May 1, 1918, there were, in the Norwegian merchant marine, 3,265 vessels, with a combined tonnage of 1,950,463 gross registered tons. During the month of May there was a loss of 25 vessels with a tonnage of 17,806 tons, and an increase of 23 vessels of 19,270 tons. The net result for the month is therefore a loss in the number of vessels amounting to 2, but an increase in tonnage amounting to 1,464. This increase is chiefly to be ascribed to the registration during the month of the new Norwegian-American lines *Stavangerfjord* of 12,762 tons. The statement for June 1, 1918, is therefore, 3,263 vessels of 1,951,927 tons.

COMMERCIAL FAILURES IN ARGENTINA.

[Commercial Attaché Robert S. Barrett, Buenos Aires, June 8.]

Commercial failures throughout the Argentine Republic for the month of May, 1918, represent assets of \$2,343,567 and liabilities of \$1,747,325. For the first five months of 1918 the total liabilities amounted to \$6,972,137, compared with \$14,387,923 and \$15,507,520 for the same period in the years 1917 and 1916, respectively.

The number of failures in Argentina and the amount of liabilities involved have been steadily decreasing since the panic of 1913, which was followed by a greater number of failures than had ever been previously experienced in the country. In 1913 the liabilities of the failures amounted to \$84,356,572 and in 1914 to \$187,041,776. In 1916 the country had readjusted itself to conditions produced by the European war, and the liabilities in that year were \$43,378,456. In 1917 a further decline to \$33,945,393 was recorded.

The decreasing number of failures in Argentina is a sure indication of the present soundness of business in the country.

FISHERY PRODUCTS LANDED AT SEATTLE IN MAY.

The Bureau of Fisheries has issued a statistical bulletin, No. 415, giving the quantity and value of fishery products landed at Seattle, Wash., by American fishing and collecting vessels during the month of May, 1918. The fishing fleet during the month landed at this port 131 trips, aggregating 2,670,100 pounds, having a value to the fishermen of \$266,751. These products included halibut, 1,553,300 pounds, valued at \$220,424; sablefish, 359,200 pounds, valued at \$23,421; "lingcod," 651,000 pounds, valued at \$19,635; rockfishes, 105,800 pounds, valued at \$3,191; and sturgeon, 800 pounds, valued at \$80. In addition to this catch, collecting vessels landed 883,190 pounds of herring, salmon, steelhead trout, and other species, valued at \$99,616.

A list of lumber importers in Almeria and the Province of Murcia, Spain, can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 99259.

SHORTAGE OF TIN PLATE IN AUSTRALIA.

[Consul General J. I. Brittain, Sydney, June 6.]

The question of obtaining a sufficient quantity of tin plate to meet the requirements of Australian meat canners and jam manufacturers, and others using this article has become so serious that the question of manufacturing tin plate in the Commonwealth is being considered.

In some instances dry foodstuffs have been packed in containers made from cardboard, but at present there is a shortage of cardboard, owing to the inability to obtain sufficient raw material. One jam manufacturer, who has completed contracts for 7,000,000 pounds of jam, was obliged to suspend 400 hands owing to the shortage of tin plate.

PROFITS OF THE JAPAN MAIL SHIP CO.

[Consul General George H. Scidmore, Yokohama.]

At the general meeting of shareholders of the Japan Mail Ship Co. (Nippon Yusen Kaisha), held at Tokio on May 30, 1918, operations for the six months ended March 31, 1918, showed the following results:

Net profit	\$16,764,712
Brought forward	341,230
Total	17,105,942
To reserve	838,185
War insurance and ship purchase reserves	4,985,000
Depreciation of ships	747,750
Special reserve	249,250
Reserve for equalizing dividends	3,480,500
Bonuses to directors and auditors	186,937
Dividend, 10 per cent	937,020
Extra dividend, 40 per cent	3,748,082
Seamen's training encouragement fund	174,475
Employee's pension fund	1,246,250
Carried forward	502,501
Company's ships employed	99
Chartered ships employed	20

NEW COMMERCIAL MAP OF CHINA.

A new map of China has been prepared under the supervision of Commercial Attaché Julian Arnold for the American Chamber of Commerce of China at Shanghai, which plans to distribute about 500 copies of the map to American commercial organizations. Already 1,000 of the maps have been printed and distributed and a reprint has been ordered. The map measures 27 by 23 inches and is printed in colors. It shows the steamship lines, railways in operation and under construction, the principal cities, location of American consulates, and the population of the several provinces. On the margin of the map are given in condensed form facts as to population, trend of foreign trade, and general suggestions to American firms interested in the Far Eastern field.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

ADVERTISING METHODS IN EASTERN GREECE.

[Vice Consul George P. Waller, Jr., Athens, May 3.]

While, at the moment, it is almost impossible to do any business in Greece not connected either with revictualizing the country or with supplying its military and naval needs, there is no reason why educational campaigns should not be started in order to prepare the market for American goods after the war. The field for intelligent advertising is a large and almost virgin one.

Advertising, to be successful in this country, should be carried on with consideration of local customs, habits, and needs. For example, advertising except in the largest cities should be published in Greek, the language of the people. French advertising in Athens, Saloniki, and to a less degree in Patras is good business; elsewhere it would be intelligible to only a small percentage of the people. As there is much illiteracy in the country text should be subordinated wherever possible to form, picture, or color.

Rates for Newspaper and Placard Advertising.

Seven methods of advertising are in general use in eastern Greece to-day—newspapers, placards affixed to walls and posts, dodgers, cards and posters in railway stations, advertisements on curtains in theaters, projections in motion-picture theaters thrown on screen between reels, and cards placed in railway carriages and street cars. The average Greek is an inveterate reader of newspapers, and whether at home or in café, club, or coffee shop reads every day five or six newspapers published in Greek, and, if he is able to understand them, two or three French dailies published in Athens. The following advertising rates for the several daily papers are correct at the moment of writing, but are given without guaranty, as there is a constant upward tendency (rates stated in American currency per line per insertion): French daily papers published in Athens—*Le Progres d'Athenes* (morning), \$0.386; *Messager d'Athenes* (morning), \$0.386; *Le Drapeau* (evening), special rates by agreement, perhaps 30 per cent less than foregoing. Greek daily papers—*Hestia*, \$0.386; *Patris*, \$0.347; *Embros*, \$0.212; *Eleftheros Typos* (Free Press), \$0.212; *Ethnos*, \$0.135.

Placards are used to a very large extent throughout the country, affixed to telephone and telegraph poles, and pasted to walls and dwellings, shops, etc. They are not permanent, as within a day or two something new is pasted over them, but they are very useful during their ephemeral existence. The unit of price quotations is 15. The prices for 15 placards, printed and affixed about the streets in conspicuous positions, are as follows: 25½ by 37 inches, \$0.29; 65½ by 25½ inches, \$0.58; 78½ by 34 inches, \$0.67; 78½ by 78½ inches, \$1.35.

Charges for Other Forms of Publicity.

Advertisements on menus of restaurants are said to produce excellent results. Prices range from \$12 to \$40 per month, depending upon dimensions, expenses of making engraving, agents' commissions, etc.

In railway stations advertising cards may be displayed at prices varying from \$120 to \$600 per annum, according to their dimensions and position.

A favorite method¹⁵⁷ of advertising is by painting cards and pictures upon the curtains and proscenium arches of theaters, particularly summer theaters, revues, etc. Prices of such advertisements run from \$19.30 to \$193 per year, according to the theater in which they are displayed, their size, and the position on the curtain.

Projections on the screen during film-changes and entr'actes at cinematograph shows are thought to be a very profitable means of publicity; the cost of such projection ranges from \$193 to \$386 a year.

For cards exposed in railway carriages and tramways the price varies widely. The most profitable lines are thought to be the through trains between Athens and Saloniki and Athens and Patras and the electric trains between Athens and Piraeus.

Several persons in Athens are willing to undertake the entire management of advertising campaigns. These persons are familiar with the language, needs, and customs of the people, and their advice might be followed implicitly with profit. [Their addresses may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 103398.]

ORGANIZATION OF COMBINED BUYERS (LTD.) IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 12.]

A company has been organized in New Zealand, known as the Combined Buyers (Ltd.), a semicooperative corporation, for the purpose of supplying automobiles, trucks, tires, automobile specialties, and supplies at a very great reduction in price to its members. The company at present has a capital of £200,000 (\$973,300), divided into shares of £10 (\$48.67) each, of which the greater portion have been taken over by individuals at par.

The articles of incorporation provide that a person may become a member of the association on subscribing to the articles and paying for five shares at £10 (\$48.67) a share, which entitles the member to any purchases he may make at 10 per cent above the actual cost value of landing the articles in this country.

The membership of the combine is increasing rapidly, with the result that it is beginning to seriously interfere with the regular automobile dealers in the Dominion. A move is on foot to combat this combination of buyers. It is claimed that this combination is able to save its members from 20 to 30 per cent on the purchases over that charged by the regular dealers in the Dominion.

In order to combat this semicooperative association the regular automobile dealers and garage people have organized an association that proposes to bring every influence possible to bear to defeat this movement of the Combined Buyers by refusing to handle any motor cars or materials for any manufacturer who has formerly knowingly dealt with this combine.

At present a representative of the Combined Buyers (Ltd.) is in the United States to form connections and arrange for supplies to meet the large demands of the combine here. This semicooperative association is working practically along the same lines as the other cooperative associations in New Zealand, such as the Farmers' Union

Trading Co., of Auckland; New Zealand Farmers' Cooperative Association of Canterbury (Ltd.), of Christchurch; the many dairy cooperative associations in New Zealand; and the fruit growers' associations in New Zealand, which really have become very popular, and it seems that the Combined Buyers (Ltd.) might become a very successful organization through which American manufacturers might find a good market. The headquarters of this combine is located at Wellington.

Operations of the Farmers' Union Trading Co. of Auckland.

The Farmers' Union Trading Co., of Auckland, has just held its annual meeting known as "Farmers' Week" in Auckland, and has increased its capital stock from £100,000 (\$486,650) to £600,000 (\$2,919,900) by the creation of 200,000 additional ordinary shares of £1 (\$4.87) each, and 300,000 preference shares at £1 (\$4.87) each.

During the past year the shareholders of this company increased from 244 to 3,027. The business of the company is increasing rapidly and almost entirely among farmers in the Auckland Province, and seems to be a very promising institution.

This company has just consolidated with the Mail Order House Laidlaw Leeds, that has been doing a very successful and increasing business in this part of New Zealand. This will make an exceedingly strong combination, and will be one of the important commercial factors in this section.

BRAZILIAN FIRM STARTS PEARL-BUTTON MANUFACTURE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 5.]

The innumerable difficulties that have arisen in Brazil in consequence of the European war are gradually producing a development of national industries without precedent. An example may be found in Porto Alegre, State of Rio Grande do Sul, Brazil, where the Fabrique de Bas (hosiery factory), situated in the suburb of Navegantes, has established in its shops a section devoted to the manufacture of buttons. Restrictions on importations, which have particularly affected the market in pearl buttons, led the firm to undertake the manufacture of its own supply, and it adopted the process originated by Mr. F. Vohralik.

Mr. Vohralik, in examining the shells found in large numbers in the rivers near the factory, conceived the idea of making a small button and succeeded in obtaining a satisfactory result. He then submitted his process to the management of the factory, which immediately adopted it and began producing buttons in sufficient quantities to meet its own needs. The industry is now in full swing. With a very small outfit, two men produce daily more than 10 gross of buttons of different sizes and styles.

Three types are manufactured, (1) small size, with two thread holes; (2) medium size, with four thread holes and ornamented edge; (3) large size, of the same style as the medium size. These buttons are in all respects like those of foreign make; they are light, very resistant, and of a beautiful pearl color. The new industry is gradually being developed to meet local needs.

NEW ZEALAND CONSTRUCTION NOTES.

[Consul General Alfred A. Winslow, Auckland, June 10.]

A new school building is being erected at Ashburton by Messrs. Smith Bros., of that city, at a total cost of \$26,625. The external dimensions of the building are 76 by 120 feet. It is to be of brick, with slate roof. Mr. C. Porter, of Timaru, is the architect in charge.

New Warehouse for Auckland.

The firm of Shaw, Savill, and Albion Co. is erecting a large reinforced concrete warehouse in Auckland, at a cost of \$126,468 in order to take care of the large increase in freight offered at this port. The structure is to be built as completely as possible of concrete, owing to the high cost of iron, steel, and lumber. The contractor is Mr. C. H. Edwards, of Auckland, and Messrs. Chilwell and Trevithick, of this city, are the architects. The warehouse is expected to be completed within 12 months.

New Zealand Insurance Co.'s Building.

The large office building for the New Zealand Insurance Co. has been completed, and is one of the most up-to-date office buildings in this Dominion. It covers an area of 12,800 square feet, with a frontage of over 65 feet on the principal street of the city. The building is eight stories high, with the eaves 104 feet from the walk. It is strictly fireproof, and furnishes a large number of up-to-date office rooms all supplied with good light.

New Fertilizer Works at Auckland.

The New Zealand Farmers' Fertilizer Co. (Ltd.) is erecting a fertilizer plant near Auckland that is expected to cost about \$1,250,000, with an annual capacity of 60,000 tons of high-grade fertilizer. Mr. Henry E. White, of Auckland, is the architect, and the plant is being built by the company, with Mr. S. I. Crookes as engineer. A very large proportion of the machinery for this plant, costing nearly \$100,000, was selected in the United States by two representatives of the company.

CREATION OF AUSTRALIAN BOARD OF TRADE.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 1.]

The creation of the Australian Board of Trade was recently announced. The president is the Minister for Trade and Customs, who is supported by two assistant ministers, while there is one representative of manufacturers and another for merchants or importers. Vast administrative duties in connection with commercial matters which had been thrust upon the Government owing to the war—hitherto undertaken by various departments—will in future be under the control of the Board of Trade in conjunction with the Department of Trade and Customs. It is recognized that the operations of the Board of Trade affect the interests of producers, exporters, and importers, and it is announced that political interference with business would be reduced to the minimum consistent with public interest. Through the advent of the Board of Trade, it is anticipated that the Commonwealth Government will appoint (at no distant date) trade commissioners for duty in various parts of the world.

PREFECT'S REPORT ON CONDITIONS IN RIO DE JANEIRO.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 7.]

The prefect of the Federal District of Brazil presented to the city council on June 1, 1918, his annual report on municipal conditions, the most noteworthy items of which are presented herewith.

The cost of living in the Federal District has become increasingly high since the beginning of the European war. A special commission appointed to study the situation made reports both to the Federal Government and to the city council, but the results of their recommendations have not as yet become evident.

With the exception of a very few products, such as onions, potatoes, bacon, and jerked beef, most of the principal articles, both of domestic and of foreign production, have increased considerably in price during the last five years. In comparison with the average prices that prevailed in 1913 the percentages of increase on certain staples of domestic production in 1917 are as follows: Peanuts, 46 per cent; rice, 44.1 per cent; sugar, 70.2 per cent; lard, transported by rail, 14.4 per cent; lard, transported by steamer, 31.9 per cent; pork, 19.2 per cent; mandioca flour, 95.6 per cent; beans, 25.2 per cent; butter, transported by railway, 16.8 per cent; butter, transported by steamer, 98.8 per cent; herva matte, 3.5 per cent; tapioca, 167.9 per cent; starch, 137.7 per cent; and jerked beef (maximum quotation), 60.3 per cent.

The same comparison made with imported products shows the following percentages of increase in price from 1913 to 1917: Rice, 85.8 per cent; olive oil, 74.1 per cent; codfish, 109.2 per cent; lard, 50 per cent; onions, 60.3 per cent; wheat flour, 198.9 per cent; beans, 143.9 per cent; kerosene, 118 per cent; condensed milk, 56.8 per cent; corn, 104.4 per cent; wheat, 267.9 per cent; and jerked beef, 56.6 per cent.

Municipal Finances.

In January, 1917, at the beginning of the present city administration, the municipal treasury showed a deficit of about 26,000,000 milreis (about \$6,500,000 in American currency).

To cover this deficit the city council on July 25, 1917, authorized the issuance of 130,000 bonds of 200 milreis each (about \$50), bearing interest at 6 per cent and maturing in 1967. The total amount of this internal loan was 26,000,000 milreis (about \$6,500,000).

The total receipts for the year 1917 amounted to 41,028,525 milreis (about \$10,257,131), and the expenditures to 53,615,987 milreis (about \$13,403,997), leaving a deficit of 12,587,462 milreis (about \$3,146,866). This deficit, however, with the exception of 2,697,695 milreis (about \$674,424), represents the unpaid debt of the previous administrations.

Funds Devoted to Education.

It is estimated by the Prefect of the Federal District that about one-quarter of the municipal funds is devoted to education. The sum expended monthly on each student in the various professional schools in American currency is as follows: Joao Alfredo Institute, \$27.50; Orsina da Fonseca Institute (these figures include board and lodging), \$16; Orsina da Fonseca Institute, \$6.90; Rivadavia Correa School, \$6.60; Bento Ribeiro School, \$24.50; Visconde le Maua

School, \$15.90; Souza Aguiar School, \$17.50; Alvaro Baptista School, \$40.

Primary education is conducted in the following schools: 2 kindergartens, 842 day schools, of which 25 are also elementary, and 71 night schools. In 1917 the number of pupils enrolled in the day schools was 79,016, as compared with 73,698 in the preceding year. In the same year night schools were attended by 9,710 pupils, as compared with 9,966 in 1916. Matriculation at the normal school at present is 878 students, of whom 58 are men and 820 women. In 1917 the number of students enrolled in professional schools for men was 902; in those for women 1,321.

Among the educational improvements contemplated are the following: To construct more school houses; to increase the facilities for medical treatment of school children; to give semester examinations for promotion in the primary schools; to build manual-training workshops and to lay out gardens in conjunction with these where possible; to construct movable wooden schoolhouses in districts where there are at present no other educational facilities; and to construct new professional schools and to equip the existing ones more completely.

Highways Under Construction.

As an integral part of its plans for the development of agriculture in the Federal District of Brazil the present administration has sought to facilitate the transportation of products by the construction of highways to remote points in the rural sections of the district.

To this end nine new highways leading to the extreme boundaries of the Federal District are under construction and will be finished by the end of the present year. These roads aggregate over 30 kilometers (about 20 miles) in length, and it is expected that not only will they result in a greater expansion of agricultural activity and a higher valuation of farm lands, but that they will also stimulate other industries.

Building Operations in the Federal District.

In 1917 1,272 buildings were constructed in the Federal District, yielding in taxes 520,425 milreis (about \$130,106), and during the first four months of the current year 232 buildings have been constructed, which netted 130,248 milreis (about \$32,562) to the municipality.

In his report the Prefect emphasizes the need of immediate legislation governing the construction of buildings in order that sanitary conditions may be improved. In lieu of adequate regulations at present the Prefect himself is called upon daily to decide questions of this nature.

Instructions in Agriculture.

In accordance with Decree No. 1,183 of January 3, 1918, four agricultural stations have been established in the Federal District—at Deodoro, Taquara, Campo Grande, and the Saco Fazenda. The work of these stations comprises instruction in the following lines: The mounting and use of agricultural machinery; the care of draft animals; the preparation and fertilization of the soil; the grafting of trees; and the methods for the destruction of ants.

In connection with each station there are gardens for the culture of plants, which are to be distributed free to farmers or at a low cost when a large quantity is requested.

Among the improvements that need to be made for the benefit of farmers are those of the disinfection of stagnant pools and the removal of obstructions in the rivers of the Federal District.

Most of the obstructed rivers flow through the property of landholders who have no interest in the public welfare but are waiting for the Government to improve the condition of their lands, which, in the meantime, have been neglected, especially in regard to sanitation. The prefect emphasizes the need of legislation to force these landholders, under pain of heavy penalties, to remedy the unhealthy conditions prevailing on their farms by removing obstructions from the rivers, disinfecting stagnant pools, and in general transforming their unsanitary lands into fertile farms.

MOTION-PICTURE SITUATION IN HONGKONG.

[Consul A. E. Carleton, detailed as vice consul at Hongkong, British China, May 29.]

The experience during the past three or four years in motion pictures in Hongkong, and South China generally, appears to be that the sanguine expectations of some years ago as to the eventual successful exploitation of this class of entertainment has not been wholly realized. Hongkong companies are said not to have been making money, and the reason assigned is the high price of the films.

Films are costing too much, it is claimed, and theater proprietors are unable to charge prices commensurate with the cost of the films and still within the spending power of the Chinese. These films have always been imported at a high price, comparatively speaking, and it is not thought that the present war has any particular bearing on the prices whether for new or for second-hand reels. In order, therefore, to reach any measure of success in commercial or propaganda work or as a pure entertainment feature the prices of films must be lowered, in the opinion of the theater people.

Film Prices Too High.

The largest theater in Hongkong, the Victoria, caters to European patronage, but it is the orchestra and the engagement of traveling vaudeville performers that keep the theater going. American manufacturers and handlers of films believe that the theaters in Hongkong should pay the same price that a city of similar size in the United States pays, not appreciating the fact that four-fifths of the population of the city are Chinese and that the great majority of these are unable to attend these shows as the prices are beyond their reach. The American producers must take this point into consideration and reduce the rates to Hongkong theater, otherwise there will never be an extensive trade here. The field is assuredly a good one in the line of detective, war, and comedy series if the admission prices are within the reach of the average Chinese.

Besides the Victoria, the Hongkong, and the Bijou Theaters cater to the foreign population here, and there are four cinematographs that serve the native population. All the films shown at the native theaters are second-hand ones imported from Manila after having been shown there. The prices of admission are: European theaters—

first performance (7 p. m.) \$0.10, \$0.20, and \$0.30 Hongkong currency [the Hongkong dollar is worth \$0.78 U. S. gold at present exchange], second performance (9.15 p. m.) \$0.30, \$0.50, \$0.80, to \$1.20 Hongkong currency; Chinese theaters, both performances, \$0.10, \$0.20, and \$0.30 Hongkong currency. Several traveling shows have visited Hongkong, but all have lost money.

There are no firms or individuals engaged in the production of motion pictures in this consular district. An attempt made two years ago by an American backed by a Chinese company to produce films locally failed; it cost too much to produce them, and, besides, the Chinese must be educated in this "profession" before success can be attained.

FORECAST OF GREEK CURRANT CROP.

[Consul A. B. Cooke, Patras, June 4; supplementing cablegram published in *COMMERCE REPORTS* for June 7.]

All indications to date point to a heavy currant crop for the coming year 1918-19. Weather conditions have been favorable, and but little peronospora or oidium has made its appearance in the vineyards. Unless unfavorable conditions set in between now and the harvest time, which is the latter part of August, a record crop may be expected.

Stocks carried over from last season amount to about 40,000 tons of fruit, which is practically all reported to be of good quality.

The market is sluggish owing to the practical inability of merchants to export, and but few operations are recorded. Prices are low. Real Amalias fruit, for instance, which was quoted in December and January last as high as 420 drachmas per mille (\$78 per 1,000 pounds), is now offered on the domestic market at 260 drachmas per mille (\$48 per 1,000 pounds). There are no current quotations for the foreign markets, as no tonnage is at present available, and shippers are unable to secure stable freight and insurance quotation rates.

Special Reports Compiled by Bureau.

Statistics have recently been compiled by the Division of Research of the Bureau of Foreign and Domestic Commerce on the following subjects: Imports of lumber into Spain during 1912-1916, into Italy during 1912-1916, and into Portugal during 1912-1914; imports of electrical machinery and allied equipment into British India, 1914-1917; and imports of typewriters, calculating machines, cash registers, and their detached parts into France in 1913 (all the articles mentioned are included in one class in French statistics).

DEVELOPMENT OF ARGENTINE INDUSTRIES.

[Commercial Attaché Robert S. Barrett, Buenos Aires.]

In *COMMERCE REPORTS* of April 17, 1918, was published an article from Consul General W. Henry Robertson at Buenos Aires giving an abstract of the census of 1913, which has recently been issued, in reference to the development of Argentine industries. In the following table is shown a more complete statement of the industries of the country as shown by the census, with the number of establishments, capital invested, total production, raw material consumed, horse

power used, and number of persons employed. The values in Argentine paper currency have been converted into United States currency at the rate of 42.5 cents.

Kind of industry.	Number of establishments.	Capital invested.	Total production.	Raw material consumed.	Horse-power used.	Number of persons employed.
Meat packing houses.....	13	\$39,521,561	\$114,004,927	\$98,109,228	24,287	14,687
Flour mills.....	401	36,878,953	63,282,112	52,038,119	26,531	4,909
Sugar refineries.....	44	61,055,962	59,754,304	34,438,136	57,511	14,683
Preparation of wine.....	4,317	77,655,543	36,249,745	17,449,359	14,651	16,362
Bakeries.....	3,242	17,635,940	34,709,770	19,236,188	6,514	27,105
Foundries and metal works...	1,177	25,389,184	24,987,334	12,851,334	14,161	16,109
Cigarette factories.....	8,165	13,552,383	22,471,474	6,553,301	1,191	4,295
Dairies, cheese factories, etc...	8,161	42,833,791	22,439,334	12,565,114	3,317	28,589
Tailors.....	3,083	14,365,803	21,554,202	14,750,337	34	21,380
Leather shoes.....	231	9,120,084	20,884,430	11,800,976	2,388	12,869
Sawmills.....	305	8,940,018	19,220,005	14,050,505	13,514	7,378
Extracts of tannin and preparation of firewood.	493	33,212,146	17,778,903	.....	12,874	19,616
Jute and cotton sacks.....	24	8,970,475	16,200,466	13,739,672	1,248	1,806
Lithographers and printers....	938	12,338,083	15,409,435	5,380,739	2,985	11,491
Breweries.....	29	13,702,876	15,163,839	3,366,630	8,680	2,599
Carpentry, painting, and horse-shoeing.	4,681	9,970,046	15,150,120	6,257,618	3,970	18,454
Liquors.....	326	8,984,383	13,775,247	7,621,173	1,518	3,035
Tanneries.....	189	8,396,155	13,655,719	8,933,491	5,416	3,474
Wood working.....	736	4,843,097	12,503,539	6,674,605	6,906	5,903
Cotton and woolen mills.....	81	9,155,267	10,722,594	5,993,741	6,887	8,384
Furniture, trunks, and tapestry.....	1,058	9,242,590	9,771,501	3,798,159	2,206	8,101
Leather goods.....	945	5,349,405	9,746,658	5,968,003	326	5,497
Brick kilns.....	953	7,545,338	9,383,312	2,126,196	2,090	10,485
Preparation of herva matter...	31	3,137,775	9,328,448	5,327,953	1,123	1,051
Soup factories.....	294	4,111,091	9,123,774	6,340,394	964	2,092
Clothing, etc.....	448	5,698,593	8,772,995	4,420,091	657	4,988
Chocolate and candy.....	299	4,672,106	8,761,916	6,108,327	2,337	3,854
Wagons and carriages.....	1,270	6,437,754	8,519,085	3,698,430	3,822	8,291
Macaroni and pastes.....	332	4,601,288	8,261,764	5,792,369	4,216	3,880
Ice and aerated waters.....	742	7,973,585	7,290,659	2,772,847	7,965	3,864
Rope and cloth shoes.....	241	3,714,781	7,133,657	3,892,221	1,097	4,764
Match factories.....	16	975,163	5,951,700	1,538,819	610	3,084
Crackers and cakes.....	207	2,800,778	4,451,572	2,399,431	888	2,082
Jewelry, watches, etc.....	769	4,198,454	4,098,250	1,922,813	43	2,231
Hats.....	92	2,671,231	3,692,194	1,825,152	1,295	2,362
Paper and cardboard mills.....	11	4,922,945	3,616,611	1,914,971	10,890	1,901
Alcohol.....	187	3,935,447	3,364,134	128,775	1,450	1,133
Dressmakers.....	574	2,474,434	3,300,508	1,110,719	15	3,754
Tinsmiths, etc.....	974	1,990,730	2,878,153	1,053,003	133	3,071
Preparing and refining oil.....	22	1,759,411	2,750,706	1,987,128	969	468
Fishing.....	54	1,957,395	2,416,961	19,625	17	278
Coffee roasters, etc.....	179	1,637,225	2,300,725	1,542,618	95	517
Cigars and tobacco.....	179	1,579,380	2,162,705	1,111,776	95	2,826
Confectionery.....	185	1,493,698	2,024,445	1,120,378	113	1,856
Glass factories.....	16	2,479,875	1,807,950	637,338	269	2,136
Gas fitters, etc.....	353	2,215,845	1,833,173	702,638	25	2,321
Cleaners and dyers.....	124	1,478,283	1,455,873	201,358	1,031	1,641
Artistic iron work.....	35	987,008	1,434,744	622,541	242	827
Petroleum refineries.....	1	3,187,600	1,062,500	637,500	265	220
Washing wool.....	10	673,731	1,038,545	748,255	885	255
Ore smelting.....	29	8,741,770	744,887	4,250	797	793
Preparation of salted hides.....	8	68,425	209,950	169,788	55	45
Construction companies.....	197	10,587,395	.....	.....	565	7,664
Paving companies.....	14	3,853,914	5,397,755	3,056,876	140	1,932
Light and power companies...	305	127,875,724	.....	.....	391,959	9,916
Grain elevators.....	19	8,641,962	.....	.....	6,137	1,666
Other.....	6,971	47,173,084	62,487,327	33,614,817	18,479	48,093
Total.....	48,779	759,756,475	791,260,627	461,881,333	678,757	410,201

The census of 1913 was the first complete survey of Argentine industries that has ever been made. In 1895 a partial census was made which showed that the number of establishments at that time was 22,114.

Since the statistics for the 1913 census were secured there has been a marked increase in the number of manufacturing establishments in the country. Many articles that were formerly imported

from abroad and which can not now be obtained are now made locally, and the high prices for foreign-made goods in the countries where they are produced together with the exorbitant freight rates have made the manufacture of these articles in Argentina very profitable.

CANADIAN CANNED GOODS IMPORTS.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 9.]

Canada's importations of canned products during the past three years show a gradual increase as shown by the following figures of imports of canned fruits, jams, jellies, preserves, and canned vegetables for the years ending March 31, 1916, 1917, and 1918. Most of these goods are imported from the United States:

Articles.	1916	1917	1918
Fruits.....	\$251,536	\$611,225	\$677,270
Jellies, jams, and preserves.....	208,647	150,417	36,517
Tomatoes and corn.....	28,659	583,006	704,234
Vegetables and beans.....	195,028	384,278	536,828
Total.....	681,870	1,738,926	1,944,849

BRITISH COAL PRICES RAISED.

[Consul Ross E. Holaday, Manchester, England, June 25.]

According to the Manchester Guardian the British Board of Trade has made an order increasing the price of all coal as from June 24, 1918. The amount of the increase is 60 cents per long ton (ton=2,240 pounds), except in the case of shipments to France and Italy, in which cases the amount of the increase is \$1.20 per ton, the additional 60 cents in these cases corresponding to the war wage advance of 60 cents per ton that was not applied to shipments to France and Italy in October last. The advance corresponds to increases in the costs of working at the collieries in respect of which no increase has been made (except in South Wales and Monmouth and the Forest of Dean) since prices were limited by the Price of Coal (Limitation) Act in July, 1915. The order provides that where the price under any contract is advanced under its provisions the prices under subsidiary contracts shall be increased by the same amount. The advance in colliery prices entails a corresponding one in retail prices.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 849 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 CHATTANOOGA: South American Agent, Southern Railway System.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

ANCIENT PERUVIAN TEXTILE DESIGNS.

[British and Latin American Trade Gazette, London, May.]

One of the most interesting movements in the textile-factory world is the adoption of the ancient designs of Peru. Those who have traveled in the land of the Incas and have been privileged to see something of their old civilization must have been impressed with the multiplicity and beauty of their artistic designs, still preserved in almost their pristine beauty on the walls of their ruined buildings and in the remnants of cloths woven in the days of long ago. It is quite possible to recognize the extreme delicacy of the textile fabrics which the ancients wove with the most primitive implements. The elegance and harmony of the designs have appealed with so much force to certain manufacturers in the United States that some of the leading cotton printers have adopted them as their patterns for the coming year. There is no question that when produced these prints will enjoy an immense vogue, and not in Latin America only. They are bound to appeal with equal force to customers of the Old World, and thus British mills might with advantage take note of an innovation which is probably destined to have the influence of a revolution.

Collection of Inca Designs in United States.

The advantage possessed by our North American rivals in the South American cotton-print market lies principally in the fact that they have in their museums a number of excellent specimens of the original Inca designs, while the American School of Design, which has taken up with enthusiasm the idea of adopting them, has for some time past been forming as complete a collection of the patterns as it has been possible to get together, with the result that the coming season is likely to see the production of a number of really beautiful designs. There exists no reason why British manufacturers should not enjoy similar privileges. Copies of the Peruvian fabric designs can be obtained and their colors reproduced with fidelity.

Printing Methods—Value of Designs.

The ancients of Peru, by a curious coincidence—for there could not possibly have been any intercourse with their contemporaries in India and Egypt—seem to have used much the same kind of processes in printing their designs upon the fabrics they manufactured. Both Herodotus and Pliny, among early historians, have told us about the cloths of vegetable fiber made by the ancients; but in all likelihood the fabrics of the Peruvians were of even a more remote date. In some respects the methods of to-day bear strong resemblance to the older practice. The chief difference consists in the patterns now being engraved upon copper rollers and several colors being printed at one time. Just as to-day the coloring matter of dyes is not affixed by merely printing it on the material but is secured by means of a substance known as mordant, so did the Peruvians make use of a property which caused the dye to adhere and to withstand a test of thousands of years' wear and tear.

Experts have declared that in the direction of technical and artistic value the designs in question have no equal. They must undoubtedly have been wholly original, and could have owed their inception to no outside influences. The very isolation of the huge

Peruvian Empire, anterior to the invasion of the Spaniards, shows that the people must have been dependent entirely upon their own efforts and creative genius. The existing examples of their fabrics show a wide range, from the crudest to the finest of woven webs, composed of the most delicate filaments that human hands have probably ever fashioned, while the enduring quality of their handiwork has been abundantly proved.

Exhibition of Designs.

The fact that the idea of using these singularly attractive designs for cotton prints, destined alike for the markets of the Old and the New World, has "caught on" is proved by the knowledge that in response to an offer of competitive designs made by some North American cotton mills, no fewer than 1,000 separate drawings, among them being some exquisite examples, have been sent in. These drawings have been on public exhibitions and appear to have attracted an immense amount of attention and almost universal approval. Moreover, these very novel designs have made their appearance at a very propitious time, since, owing to the war, it has proved impracticable for the great textile industry to secure decorative suggestions from the customary sources. Not only have the ancient Peruvian designs been adopted for cotton prints, but a number have been or will be used upon silk materials and for ribbons, etc. There is no doubt that modern photography and machinery will be enabled to do full justice to the charming schemes of drawing and color that distinguish these long-concealed and completely forgotten Peruvian fabrics.

It would seem that the discovery, which is bound to lead to such far-reaching results, comprises some thousands of pieces of cloth resplendent in coloring and ornamented with a medley of designs as beautiful as they are original. The marvelous technique shown by the untrained but highly gifted artists has occasioned astonishment among the mill owners of North America, although those who have traveled in Peru, especially to Cuzco and in Mexico—perhaps to the ruins of Mitla—would feel no such surprise, having seen the almost unlimited range of designs which the remnants of the vast buildings therein still bear upon their shattered walls, over their moldering doorways, and even (in this case resembling the Egyptian temples and royal tombs of Erfu) in underground passages where the light of day could never have penetrated.

Description of Various Designs.

One design that is now being reproduced and is likely to prove "a good seller" is taken from a rich poncho or horseman's cloak, in shape not unlike the same kind of garment that is worn by most cavaliers in Spanish countries to-day. The drawing is in squares, and some of these show human figures—greatly distorted but highly attractive—animals, and geometrical designs. Some of these are very intricate and will bear a close and minute scrutiny, while others are bold and daring in their delineation and coloring.

In regard to coloring, it is doubtful whether any modern cotton printing can excel them. The dyes employed are very brilliant, and, what is more, they have retained their original luster and radiance to the fullest extent. The dye used was evidently a vegetable product, the secret of which has passed with the users. No Gobelin

tapestry can show such perfect coloring as some of these Peruvian productions. In another case the design is made up of a repetition of a single figure, but in varying color combinations. No two figures are precisely similar, yet each is a perfect color combination in itself, while the whole fabric is perfectly harmonious.

Yet a third design is that of an Inca warrior attired in a poncho, one hand gripping a battle-ax, while the other grasps by the hair the heads of his slain enemies. Here, again, one is reminded of the pylon of Shishank, the Pharaoh of the Exodus, that is still to be seen by travelers in Egypt. The same figure is multiplied repeatedly in varying colors, the units of the design being used as convenient forms for the massing of color rather than to display any particular beauty of line. Singularly beautiful are the color combinations in this design, proving beyond a doubt that the knowledge of values was highly developed among these ancient people. Very brilliant greens and yellows, reds and blues, upon brown and black backgrounds, are the predominant features of these designs, and when reproduced upon materials of cotton or silk they are bound to attract the public favor.

Quality of Cloth—Form of Loom Used.

Space will not permit of any fuller description of the drawings themselves, but the character of the material deserves a passing mention. Some of the Peruvian fabrics contain nearly 300 weft yarns to each inch, and, as is the case with modern weaving, the quality of the cloth seems to have been determined by the number of warp threads per inch, the number of weft threads or picks per inch, and the diameter of counts of warp and weft threads. Difficulty was found in counting the weft of these fabrics with the ordinary testing lens. It was necessary to clamp a single inch of the cloth upon a platform of a dissecting microscope and pick off the weft yarn with a needle.

It is astonishing to remember that the fabrics were produced upon a primitive form of loom. This consisted of two sticks, one at the top and the other at the bottom, over which the warp threads were stretched. About these threads were the loops or "leashes" that raised them for the passage of the shuttle, taking the place of the heddles in the modern heald or harness. Several cross rods were generally used to keep the threads of the warp in position, with a batten to drive home the thread of the woof. Although this simple apparatus was in universal use, and the Peruvians could have known of no other, the samples of their wonderful fabrics which have come down to us show that many of them contain three different classes of decoration, the change from one type to another apparently being under the complete control of the operator.

ATLANTIC COAST TIDE TABLES FOR 1919.

Atlantic coast tide tables for eastern North America for the year 1919 have been issued as Serial No. 80 by the United States Coast and Geodetic Survey. These are reprinted from the general tide tables. Copies may be obtained at 10 cents each from the agencies of the survey, a list of which will be found in the first number for each month of the Notice to Mariners, which is published weekly by the Bureau of Lighthouses and the Coast and Geodetic Survey.

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1918

CONTENTS.

	Page.		Page.
Forecast of olive crop in western Greece	225	The Swiss competing for trade in Uruguay	230
Australian shipments of skinned rabbits	225	Recent Government publications available	231
Leather and shoe trade of Leeds	228	Opening of the Banco Argentino Uruguayo in Buenos Aires	231
Burma wolfram output for 1917	228	Ad clubs endorse national trade-mark	231
Resale of merchandise purchased by nonresident aliens	228	Displacement of commodities as packed for shipment	231
Large run of shad in Hudson River	228	The 1918 sample fair at Lyon	234
New vocational training school at Bordeaux	227	Hydroelectric power in the Canton of Vaud	235
Suggestions for the conservation of fuel	227	Prospective demand for electric vehicles	236
German electric-railway project	228	Reported finding of manganese deposits in Honduras	237
Increased receipts of Midi Railway Co. of France	228	Australian wheat-pool payments	237
Whitley Committee opposes compulsory arbitration	230	Cultivation of carobs in Algeria	238

FORECAST OF OLIVE CROP IN WESTERN GREECE.

[Consul A. B. Cooke, Patras, June 4.]

Reports indicate that throughout the olive-producing districts the trees have flowered heavily and that the young fruit has set well. It is too early to make any definite estimate of the coming crop; but if the weather is even fairly favorable through the summer it is estimated that the olive crop will be considerably heavier than in 1917.

There is a great scarcity of olive oil on the domestic market, despite the fair olive crop of 1917, with consequent high prices. The ordinary grade of olive oil, which sold on the wholesale market in 1916 for 15 cents a pound and in 1917 for 24 cents a pound, is now 31 cents a pound wholesale, and practically none offering.

AUSTRALIAN SHIPMENTS OF SKINNED RABBITS.

[Consul General J. I. Brittain, Sydney, June 6.]

There is general satisfaction in Australia over an order to supply the British Board of Trade with 600,000 crates of frozen skinned rabbits. Previously rabbits were shipped with skins on, but considerable inconvenience was experienced at hospitals in England and France in removing the skins. The rabbits after frozen will be shipped in crates not containing less than 60 pounds net each, but not more than 36 rabbits in each case. Shipping the rabbits skinned has caused considerable speculation as to how to dispose of the skins. There is a ready market in the United States for the fur for hat making, but tonnage is difficult to find, and American importers' licenses must also be obtained in America. Each bale of rabbit skins weighs about 500 pounds and contains about 3,000 skins.

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225

LEATHER AND SHOE TRADE OF LEEDS.

[Consul Percival Gassett, Leeds, England, June 21.]

Much uncertainty still exists in trade circles respecting the leather market, says the Yorkshire Evening Post. Fresh instructions have been issued by the Raw Materials Department this week regarding the prospective release of bonds for war-time boots. It is thought possible now that a fairly large distribution of sole leather for repairing purposes will take place next month. There is no change in the position for uncontrolled leathers which will remain very scarce. Boot and shoe manufacturers report business brisk, and most firms have sufficient orders booked to keep factories running at full pressure for some months. The deliveries of war-time and ordinary civilian goods are considerably delayed.

BURMA WOLFRAM OUTPUT FOR 1917.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

A semiofficial statement in the Rangoon Times places the wolfram output of the Tavoy district of Burma at 3,652 tons for 1917, against 3,036 tons in 1916 and 2,115 tons in 1915. The Tavoy district produces 80 to 90 per cent of the wolfram produced in Burma.

RESALE OF MERCHANDISE PURCHASED BY NONRESIDENT ALIENS.

It has been brought to the attention of the Bureau of Foreign and Domestic Commerce that foreign companies or nonresident aliens have in many cases given instructions to manufacturers and exporters in this country to sell here merchandise which they had purchased for importation into foreign countries. These instructions have resulted in some cases from the fact that export licenses have not been obtainable and in other cases because it proved more profitable to sell the goods here than abroad.

The Commissioner of Internal Revenue has advised the Bureau of Foreign and Domestic Commerce in connection with these transactions as follows:

Foreign corporations or nonresident aliens are liable to taxation under the act of September 8, 1916, as amended by the act of October 3, 1917, on the income derived from goods purchased in the United States and resold therein, not only when they maintain a regular course of such dealing, but in relation to isolated transactions as well.

It would seem that manufacturers and exporters before accepting instructions from abroad to sell here goods purchased for export should make sure that the owner of the goods is aware of the fact that the profits derived from such resale are subject to taxation.

Large Run of Shad in Hudson River.

There was an unusually large run of shad in the Hudson River the past season, the number taken in 1918 being 67,403, or 234,602 pounds, valued at \$48,184 to the fishermen, representing increases over the 1917 figures of 460 per cent, 440 per cent, and 636 per cent, respectively. There was also an increase in 1918 over the previous year of 78 fishermen, and in fishing apparatus of 57 gill nets and 2 seines.

NEW VOCATIONAL TRAINING SCHOOL AT BORDEAUX.

[Vice Consul Azel D. Beeler, Bordeaux, France, June 21.]

The authorities of the city of Bordeaux and the Department of the Gironde recently accepted the offer of the National Government, through the Ministry of Commerce, to establish at Bordeaux, for the benefit of the entire Southwest of France, a national vocational training or trades school (*École Nationale d'arts et métiers*).

According to the plan of the Ministry of Commerce, the total cost of the creation of the new school will be 6,000,000 francs (roughly \$1,200,000), excluding the value of the land upon which it is to be located. Of this total the Ministry will furnish three-fourths, and the other fourth has been divided as follows: the General Council of the Gironde appropriates 375,000 francs (\$75,000), the Chamber of Commerce of Bordeaux 500,000 francs (\$100,000), and the Municipal Council for the City of Bordeaux gives 625,000 francs (\$125,000) and donates a site known as the *Domaine de Carreire* for the use of the new institution.

This is the first institution of the kind endowed by the State in southwestern France.

SUGGESTIONS FOR THE CONSERVATION OF FUEL.

Secretary Redfield makes the following suggestions to the employees of the Department of Commerce in the interest of the economical use of coal and the use of other available fuels as a substitute:

To the employees of the Department of Commerce:

A friendly talk about coal. This does not apply to those who have no heating apparatus under their control, but it may apply to all who have such appliances.

May not each of us be his own fuel administrator? None of us want to be cold next winter, but what are we ourselves doing to prevent it?

Suppose we ask ourselves a few simple questions. Do we so understand the furnace in our house that we know it is giving the most heat for the least fuel? Have we made a study of the art (for it is an art) of firing a furnace? Is the furnace kept clean from beginning to end of the season? We know, do we not, that dust collected in a furnace reduces its heating power and uses more coal to do its work? If the heating apparatus is a steam or hot-water boiler, are the pipes covered near the furnace, where the steam or water is hottest? Sometimes for lack of care to these points the cellar is heated first and foremost and the house last and least. Do we let the house get hot and then open windows to cool it? That wastes coal which would be saved by closing some of the radiators. A study of your heating system will reward you in comfort and money.

Wood can be used to tide over an emergency. Are you saving the wood that may come into your house in one or another way, and are you taking steps to obtain wood? This, you know, is the time when a dead tree may be a public foe or a public friend. It is the latter if it is made available for fuel, but he who wastes wood or allows wood that is only good for fuel to be wasted is helping the enemy now.

After all the fuel problem is largely up to you and me. It is a trust imposed upon us to use it wisely and to use every kind of it that we can make available.

Shall we not try together as a patriotic service to see how far we can make it go and how little demand we can make upon the country's stock? In so doing, we would uphold the hands of the President and help the Army and save money for ourselves.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

GERMAN ELECTRIC-RAILWAY PROJECT.

[España Economica y Financiera, Madrid, May 25.]

An extensive network of electric railways is planned for the industrial district of Merseburg, Germany, where recently very important industries have been established, including a large factory for ammonia for use in making artificial nitrates. The length of the railway lines is to be 68 kilometers (1 kilometer=0.621 mile) and the cost of construction is estimated at 10,000,000 marks (the par value of the mark is \$0.238). The new company will be established with a capital of 2,500,000 marks, of which the Allgemeine Elektrizitäts Gesellschaft subscribes 1,000,000 marks, leaving it principally to the municipalities interested to raise the remainder.

INCREASED RECEIPTS OF MIDI RAILWAY CO. OF FRANCE.

[Vice Consul Azel D. Beeler, Bordeaux, June 13.]

The annual report of the council of administration of the "Chemin de fer du Midi," or Midi Railway Co. of France, shows that the receipts for 1917 of this important railway company of southwestern France, for the first time since the present war began, exceeded those of the last year before the war, in spite of many obstacles that have hampered seriously the efficient operation of the lines.

The high cost of raw materials and labor has continued to bear more heavily upon the operating expenses and the period of 1917 is featured, as the other years during the war, by an important excess of expenditures over the receipts. For this reason the company has made application to the State for an indemnity of 30,168,413 francs, for the year 1917.

According to the report the gross receipts for last year show an increase of 18,320,045 francs, or 11.9 per cent over those of 1916, and exceed those of 1913 by 14,490,241 francs, corresponding to a gross kilometeric income of 42,411 francs, which are 4,533 francs more than for 1916.

Passenger Traffic.

The total number of passengers transported in 1917 by the Midi railway system was 32,165,702, an increase of 2,192,111, or 7.3 per cent over 1916. Compared with the figures of 1913, the increase is 3,538,832 passengers, or 12.52 per cent.

The corresponding receipts for the transportation of passengers increased by 2,000,000 francs, or 4.3 per cent over the figures for 1916, but they are still below those of 1913 by 8,600,000 francs. The average receipt per passenger, which was 2 francs in 1913 and 1.55 francs in 1916, declined to 1.51 francs in 1917. This decrease is principally due to the greater development of the weekly mileage-ticket system offering reduced rates, and which was established in favor of working men and women employed in plants operating for the benefit of the national defense. The number of trips for the mileage-book holders increased from 6,080,642 in 1916 to 9,258,866 in 1917.

Express and Fast-Freight Traffic.

Shipments by express and fast freight, when compared with the returns of 1916, indicate a marked decrease in tonnage but a slight increase in the receipts. The decreased tonnage resulted from the restrictions placed upon the acceptance of certain merchandise for fast freight and the restrictions upon the importation, during a part of the year, of fruits and vegetables of Spanish origin.

The parcel-post traffic showed a notable increase in activity during 1917, the figures indicating an increase of 322,900 pieces of matter and 151,774 francs in receipts over 1916.

Slow-Freight Traffic.

The shipment of merchandise by slow freight increased by 9.06 per cent in tonnage over that of 1916, and the receipts rose from 65,500,000 francs in 1916 to 72,600,000 francs in 1917. The average cost per ton of freight to shippers increased from 6.11 francs in 1916 to 6.215 francs in 1917.

Shipments of wines, which had decreased in 1916 by reason of the smaller yield in 1915, increased by 261,000 tons, or 27.6 per cent.

Combustible mineral transported by the Midi system increased by 609,000 tons for the year 1917 over 1916, and the transportation of firewood by 82,000 tons.

There was, on the other hand, a decrease of 182,000 tons in the amount of cereals, flour, and dried vegetables shipped, and of 97,000 tons in construction materials. The shipment of cattle has been continually decreasing since the beginning of the war.

The tonnage of merchandise transported on the account of the military authorities reached approximately 4,220,000 tons, exceeding by 60,000 tons the amount for 1916. This tonnage, plus that of the commercial nature, makes a total of 2,363,000 tons more than for the slow-freight traffic of 1913, the last year before the war.

Increased Expenditures.

Operating expenses for the Midi Railway Co. increased to 120,863,646 francs in 1917, a gain of 17,213,747 francs, or 16.61 per cent over 1916, and 43,623,053 francs, or 56.48 per cent over 1914.

Owing to the increased cost of living, salaries and other allowances have advanced about 82 per cent over those of 1914.

Expenses in the maintenance of the lines and for materials have continued to increase rapidly. The average price of coal, which was about 23.50 francs per ton in 1914, was 93.33 francs per ton in 1917. The increase in the expenditure for this single item in the past year has amounted to a total of 8,850,000 francs.

Dividends—American Rolling Stock Purchased.

The dividend for the year 1917 was fixed at 50 francs per share by the general assembly of stockholders of the Midi lines.

The company has recently taken steps to replace some of its rolling stock by purchases in the United States. There were delivered lately to its Bordeaux section several new models of American-built locomotives of large size and some freight wagons adapted to use on the French railways.

[A report on the earnings of the French railways was published in **COMMERCE REPORTS** for Apr. 23, 1918.]

WHITLEY COMMITTEE OPPOSES COMPULSORY ARBITRATION.

[British (Government) Board of Trade Journal, June 20.]

In a further report on the relations between employers and employed the Whitley Committee declares definitely against any system of compulsory arbitration. The grounds for this decision are that it is not generally desired by employers and employed, that it has not proved a successful method of avoiding strikes during the war, and that it would be less likely to be successful in time of peace.

The committee also pronounces against any scheme of conciliation that would compulsorily suspend a strike or lockout pending an inquiry. It, however, advocates the continuance of the present machinery for voluntary conciliation and arbitration and hopes that the setting up of joint industrial councils will tend to the growth of such machinery. There should also be some means for holding an independent inquiry into the circumstances of a dispute and for making an authoritative pronouncement on it, without compulsory power of delaying the strike or lockout.

The committee's main constructive suggestion is that a Standing Arbitration Council should be established on the lines of the present temporary Committee on Production. To this council disputants would be able voluntarily to refer such differences as they are themselves unable to settle. It suggests, further, that single arbitrators should be available for less important cases, which could be heard locally, and that the Standing Arbitration Council should take steps to secure coordination of arbitrators' decisions. The committee is opposed to the enforcement of awards and agreements by means of monetary penalties.

[The Reconstruction Committee on Relations Between Employers and Employed, or, as it is more frequently called, the Whitley Committee, was appointed "(1) to make and consider suggestions for securing a permanent improvement in the relations between employers and workmen; (2) to recommend means for securing that industrial conditions affecting the relations between employers and workmen shall be systematically reviewed by those concerned, with a view to improving conditions in the future."

In its first interim report, issued in 1917, the committee advocated the establishment of joint standing industrial councils, and this proposal was adopted "as part of the policy which the British Government hopes to see carried into effect in the field of industrial reconstruction." Such a council has already been established for the pottery industry of Great Britain; see *COMMERCE REPORTS* for Feb. 2, 1918.]

THE SWISS COMPETING FOR TRADE IN URUGUAY.

[Consul William P. Kent, Berne, Switzerland, June 24.]

The Swiss Export Review for June 15, 1918, comments as follows on the opportunity for Swiss cutlery in Uruguay:

Germany, England, and the United States have been keen competitors in the trade of Uruguay in cutlery of all kinds, especially knives, and shears. Since the erection in Uruguay of numerous packing houses for exporting chilled meat, long meat-cutting knives have been in great demand, especially those 40 centimeters [15½ inches] and more long, with either wood or metal handles. While there is not so great a demand for table knives, Uruguayan young men like to use the ornamental machetes.

Razor blades and razors of all kinds formerly came from the United States, but Germany competed with such cheap articles that it obtained almost a monopoly on this class of goods, which, now that Germany can no longer supply them, might be exported from Switzerland. Large shears for sheep-shearing are also greatly desired in Uruguay.

RECENT GOVERNMENT PUBLICATIONS AVAILABLE.

A number of publications were received in stock for sale by the Superintendent of Documents at Washington during the week ended July 13, among which were the following:

Analyses of Mine and Car Samples of Coal Collected in the Fiscal Years 1913 to 1916 (Mines Bulletin 123).—Covers sampling and analytical methods, interpretation of analytical results, tabulated analyses covering various minerals. Price, 50 cents.

Musketry (Issued by the Adjutant General's Office, War Department).—Covers the conduct of fire, military terms, theory of fire, instruments, fire distribution, battle-field communication, reconnaissance, etc. Price 35 cents.

A Specific Gravity Balance for Gases (Standards Bureau Technologic Paper 80).—Covers purpose of investigation, description of apparatus, experimental results, etc. Price, 5 cents.

Determination of Permeability of Balloon Fabrics (Standards Bureau Technologic Paper 113).—Covers theory of permeability process, experimental apparatus, volume-loss method, etc. Price, 10 cents.

Steaming Tests of Coals and Related Investigations (Mines Bulletin 23, reprint).—Covers history and object of fuel-testing plant, description and complete final data of steaming tests, including a description of steam plants and appliances used in steaming tests, and a study and discussion of steaming tests made at the fuel-testing plant; a comprehensive publication on the subject. Price, 50 cents.

OPENING OF THE BANCO ARGENTINO URUGUAYO IN BUENOS AIRES.

[Commercial Attaché Robert S. Barrett, Buenos Aires, June 5.]

The Banco Argentino Uruguayo (Argentine-Uruguayan Bank), which has been in progress of organization for several months, was formally opened on June 1. The bank occupies commodious quarters at Calle Reconquista 138-148, Buenos Aires. The authorized capital is 2,700,000 pesos (\$1,147,500), of which 10 per cent has been paid in cash. The balance is subject to the call of the directors in installments of 10 per cent at intervals of not less than 30 days.

AD CLUBS INDORSE NATIONAL TRADE-MARK.

The Associated Advertising Clubs of the World at the meeting of the organization in San Francisco went on record as indorsing the Made in U. S. A. trade-mark. The action was in the form of a resolution requesting the president of the association to appoint a standing committee to secure universal adoption of a Made in the U. S. A. trade-mark.

DISPLACEMENT OF COMMODITIES AS PACKED FOR SHIPMENT.

There is given below a table compiled by the Bureau of Standards, Department of Commerce, on the displacement of various commodities as packed for overseas shipment, showing the number of pounds per cubic foot, the number of cubic feet of space required for a short and a long ton, and the manner in which the material is packed for shipment. Further data are being compiled and will be issued shortly.

The bureau has been compiling information along this line for some months past and has furnished considerable data and answered

many inquiries from various branches of the Government as well as from private sources. Copies of this table may be had upon application to the Bureau of Standards.

Commodity.	Pounds per cubic feet as packed for shipment.	Cubic feet of space required per short ton.	Cubic feet of space required per long ton.	How packed for shipment.
MINERALS.				
Antimony:				
Metal.....	210	9.5	11	Boxes 16½ by 10½ by 11; slabs of 40 pounds each.
Ore.....	112	18	20	
Regulus—				
Chinese.....	194	10	12	Boxes 20 by 10 by 10.
Japanese.....	200	10	12	Boxes 16 by 11 by 11.
Copper:				
Concentrates (50 per cent grade)...	157	13	14	Sacks 133 pounds each.
Concentrates (15 per cent grade)...	128	16	17	Sacks 108 pounds each.
Manufactures of copper—				
Tacks.....	90	22	25	Boxes and kegs; also cartons packed in boxes.
Tacks, double-pointed, shade and carpet.....	29	100	112	Boxes and kegs.
Washers, for riveting purposes.....	151	13	15	Barrels and boxes.
Wire cable, insulated.....	60	33	37	Reels of varying dimensions; average weight of package, 60 pounds.
Ore (65 per cent grade).....	188	11	12	Sacks, 175 pounds each.
Manganese:				
Chloride.....	60	33	37	
Lincolate.....				400 pound barrels.
Oxide (black).....	120	17	19	Sacks and bags about 200 pounds each; imported in 1,000 pound barrels.
Resinate.....	12.5	160	179	Barrels 180 pounds.
Mineral oils or petroleum:				
Crude.....	51	39	44	Average 330 gallons per long ton as shipped in tanks or tank cars.
Refined.....	58	35	39	Average 300 gallons per long ton as shipped in tanks or tank cars. 4 per cent increase in volume with increase in temperature from 32 to 120° F.
Plumbago or graphite:				
Graphite brick.....				Boxes of 100 pounds; kegs of 200 pounds; barrels of 500 pounds.
Stoppers.....	66	72	80	Hardwood barrels, packed in straw.
Potash, nitrate of.....	56	36	40	Barrels.
Soda, nitrate of.....	62	32	36	Bags of 200 pounds.
Sulphur ore.....	50	40	45	Cases or kegs.
Tin plate.....	72	80	28	
NONMINERAL RAW MATERIALS.				
Copra.....	22	91	102	Bags of 150 pounds.
Fibers, jute.....	15	133	150	Bags or bales, machine pressed.
Gums:				
Copal.....				Cases and bags 150 to 250 pounds.
Damar.....				Cases of 150 to 250 pounds.
Karaya.....	35	57	64	Sugar barrels; boxes 30 by 14 by 12.
Kauri.....				Bags and cases 150 to 300 pounds.
Shellac.....				Bags and cases of 150 pounds.
Rubber, crude.....	38	53	59	All sizes of packages.
Logwood:				
Liquid extract.....				Barrels of 510 pounds.
Powder extract.....				Barrels of 350 pounds.
Solid extract.....				Boxes 20 to 150 pounds.
Extract used in dyeing.....	15	133	150	Cotton bags, paper lined.
Silk waste.....	9.5	210	236	Burlap bales, compressed, 4 feet square, weight 600 pounds.

Commodity.	Pounds per cubic feet as packed for shipment.	Cubic feet of space required per short ton.	Cubic feet of space required per long ton.	How packed for shipment.
Vegetable oils in bulk:				
Amber.....	50	40	46	In tanks or tank cars.
Anise seed.....	62	32	36	Do.
Camphor.....	57	35	39	Do.
Castor.....	61	33	37	Do.
Coconut.....	58	35	39	Do.
Cotton seed.....	58	35	39	Do.
Lavender.....	55	36	41	Do.
Lemon.....	53	38	42	Do.
Linseed.....	59	34	38	Do.
Olive.....	57	35	39	Do.
Palm.....	57	35	39	Do.
Peanut.....	56	36	40	Do.
Pine.....	53-54	37-38	41-42	Do.
Poppy.....	58	35	39	Do.
Rape seed.....	57	35	39	Do.
Resin.....	60	33	37	Do.
Trout oil.....	60	33	37	Do.
Valerian.....	55	36	41	Do.
Wool, clothing.....				Data furnished by quartermaster's office.
Jerkins.....	19	105	118	Bale, 36 by 26 by 19.
Do.....	23	87	97	Box, 37 $\frac{1}{2}$ by 18 $\frac{1}{2}$ by 14 $\frac{1}{2}$.
Mackinaws.....	19	105	118	Bale, 36 by 27 by 17 $\frac{1}{2}$.
Do.....	12	167	187	Box, 37 by 17 $\frac{1}{2}$ by 13 $\frac{1}{2}$.
Moccasins.....	10	200	224	Box, 38 by 19 by 15.
Overcoats—				
Short.....	18	111	124	Box, 36 by 27 by 17 $\frac{1}{2}$.
Sheep-lined.....	12	167	187	Box, 37 by 17 $\frac{1}{2}$ by 13 $\frac{1}{2}$.
Puttees, spiral.....	20	100	112	Box, 37 $\frac{1}{2}$ by 18 $\frac{1}{2}$ by 14 $\frac{1}{2}$.
Toggles.....	16	125	140	Bale, 36 by 26 by 19.
Do.....	18	111	124	Box, 37 $\frac{1}{2}$ by 18 $\frac{1}{2}$ by 14 $\frac{1}{2}$.
Hair—				
Cattle.....	5.5	264	407	Box, 45 $\frac{1}{2}$ by 27 $\frac{1}{2}$ by 30.
Human, waste.....	40-50	40-50	45-56	Bales, 45 by 24 by 18.
FOODS.				
Beans.....	23	61	68	Bags.
Bulk.....	47	43	48	Bulk.
Canned.....	43	47	52	Cases.
Coffee:				
In bags.....	25	80	90	Bags, 25 to 100 pounds.
In cases.....	17	117	132	Cases, 10 to 100 pounds.
In tin cans.....	15	133	149	Crates and drums.
In barrels.....	25	80	90	Barrels, and other large wooden containers.
Brazilian.....	31	65	72	Bags, 130 to 140 pounds.
Rice:				
Bran.....				Bags, 100 to 150 pounds.
Broken or rice screening.....				Bags, 100 to 240 pounds.
Chaff.....				Bags, 50 pounds.
Flour.....				Jute sacks, 280 pounds.
Do.....	23	87	97	12 cartons, in containers 11 by 11 by 13.
Do.....				24 cartons, in containers 12 by 5 by 9.5 by 14.
Hulls.....				Bags, 125 to 150 pounds.
Meal.....				Bags, 100 to 200 pounds.
Polish.....				Do.
Rough.....				Bags, 180 pounds.
Molasses:				
In bulk.....	88	23	25	Tank cars.
In containers.....	53	38	42	Tin cans, boxed; barrels, half barrels, kegs.
Sugar:				
Beet.....	60	33	37	Bags, 100 pounds.
Do.....	41.3	48	54	Barrels, 330 pounds.
Cane, refined.....	57	35	39	Barrels, bags, 100 pounds; cases, 120 pounds.
Cubes.....	47	43	48	Bags, barrels, cases, 23 by 15 by 14.
Corn, cakes or chips.....	84.6	24	27	Bags, 112 pounds; barrels, 29 $\frac{1}{2}$ high; 23.5 diameter.
Corn sugar bread.....	50.8	30	44	Bags, 112 pounds; barrels, 29 $\frac{1}{2}$ high; 23.5 diameter.
Invert.....	9.3	215	241	53-gallon barrels.
Maple.....	69	29	33	Bags, 27 by 15 by 6.5; tubs of 40 to 60 pounds.
Rock candy.....	53	38	42	Sugar barrels; cases 35 by 21.

THE 1918 SAMPLE FAIR AT LYON.

[Consul C. Carrigan, Lyon, France, June 19.]

A complete statement just published concerning the Third Sample Fair at Lyon held last March shows decidedly favorable figures as compared with the two preceding fairs:

Year.	Participants.			Business done.	Stands occupied.
	France and colonies.	Allies and neutrals.	Total.		
1916.....	1,200	142	1,342	\$18,335,000	760
1917.....	2,073	541	2,614	79,130,000	2,256
1918.....	2,346	836	3,182	144,750,000	2,332

Nations Participating This Year.

According to nationality the participants in the 1918 fair numbered: France, 2,136; French colonies, 210; allied countries—United States 527, Great Britain 113, Italy 40, Russia 4, Canada 2, Portugal 2, Belgium 1; neutral countries—Switzerland 102, Spain 21, Sweden 21, Netherlands 3.

It should be explained that of the 527 American exhibitors noted above 45 showed actual samples, the remaining exhibits, numbering 482, being catalogues. In submitting the final report of the fair the management evidently considered it proper to count these catalogues as actual exhibits, owing to the difficulty of bringing samples from America under present conditions. As a matter of fact, a number of exhibits shipped from points in America for this fair never left the United States; others are still at Bordeaux, and a few have reached Lyon since the exhibition closed. Even taking into account, however, only those samples that were actually shown, the advance over the preceding year amounts to 100 per cent.

It is especially to be noted that of the foreign representatives at the fair the great majority were from countries allied with France, the number of neutral exhibitors being only 147. This fact is considered as having a bearing on France's commerce after the war, and lends strength to the belief that the Lyon Fair as an organization of international importance will hold its position upon the return of normal conditions.

Preparations for the Next Fair.

The practical importance and favorable results of the Lyon fairs are further attested by the fact that 729 firms have already engaged space for the 1919 fair and 911 stands have been rented. At the corresponding date in 1917 only 228 firms had engaged places for the fair to be held in March, 1918, and only 228 stands had been taken; at the corresponding date in 1916, 553 firms had asked for space for the fair to be given in the spring of 1917 and 587 stands were rented.

It is not too early for American firms to take up the question of exhibiting at the coming fair, and samples should be shipped as soon as possible.

[Numerous references to the Lyon Sample Fairs have appeared in **COMMERCE REPORTS**; see, among others, the issues for June 1, Aug. 6, and Dec. 3, 1917, and Feb. 4, Mar. 28, and Apr. 17, 1918.]

As was done last year, the American consul at Lyon submitted a list of "Trade Opportunities" resulting from the 1918 fair, and this list is being prepared for distribution. When it is ready for distribution, due notice will be given in COMMERCE REPORTS.]

HYDROELECTRIC POWER IN THE CANTON OF VAUD.

[Vice Consul John T. McCutcheon, Lausanne, Switzerland, June 6.]

The Canton of Vaud is situated in the southwestern part of Switzerland, on the French border, extending from the northern shore of Lake Lemman to and including the southern part of Lake Neuchatel, and embracing also considerable territory to the east of Lake Lemman. Most of its large cities and towns are on Lake Lemman, the principal city being Lausanne, with a population estimated at 75,000 people at the present time. Other cities of less importance are Nyon, Morges, Montreux, Vevey, and Yverdon, which have populations of 10,000 to 25,000.

Topography—The Two Principal Companies.

The Canton of Vaud is one of the least mountainous of any in Switzerland. Topographically it may be divided into three sections, the plain, the Jura, and the Vaud Alps. The plain lies between Lake Lemman and Lake Neuchatel; it is not very mountainous. The Jura is a strip of territory directly west of the plain and contains the small lake of Joux; it is more mountainous in its nature and has more natural water-power resources than the plain. The Vaud Alps lie east of Lake Lemman.

All of the electric current used in the various cities and industries of the Canton of Vaud is generated by water power. The greatest natural resources of this character are found in the Joux Valley in the Jura and the Rhone Valley in the Vaud Alps to the east of Lake Lemman. Almost all the power for this region is furnished by one company in each of these sections, the Forces de Joux in the Joux Valley and the Forces du Rhone in the Rhone Valley. The first named is not entirely owned by the Canton of Vaud; it is a company that has been granted a franchise for the use of certain watercourses in the Joux Valley. The State is the majority stockholder and dictates the policy of the company in all affairs. The power plant in the Rhone Valley (Bois Noir) is the property of the municipality of Lausanne. Its present capacity of 20,000 volts will soon be increased to 50,000. Both companies were founded for public service and not for profit.

Meters Are in General Use.

Electric-power generation in this district is of long standing and is developed to a very high degree. Practically all available power is utilized. During the years of its infancy, when there was a large debt to be paid owing to the expenses of construction, the prices charged for current were much higher than at present. However, the price has advanced 25 to 50 per cent since the beginning of the war, due to the scarcity of materials (such as copper and lead) necessary to the upkeep of the plants and installations.

The rates charged by the two companies and for the entire Canton are practically uniform, and the amount of current used is determined by meters in nearly all cases. The Company des Forces de Joux has,

in certain sections, charged a flat rate, but this method is being rapidly abandoned and meters installed. Three different prices are charged for current—(a) for current used between 8 a. m. and 7 p. m., (b) between 7 and 9 p. m., and (c) after 9 p. m.—with the object of including consumers to economize electricity at certain hours, especially in the evening, when cities have need of a large amount for lighting, street car service, etc. A charge is made for the rent of the meter in each case independent of the consumption of electricity.

Each Canton has its method of exploitation, and it often happens that a certain portion of one Canton is tributary to a neighboring Canton. For instance, the northeastern part of the Canton of Vaud receives its electricity from the power plant of Mont Bovon in the Canton of Fribourg.

Has Developed Many Small Industries.

Government-controlled electric power as it exists at present in the Canton of Vaud has been a great aid in the development of the many small factories and industries to be found throughout the Canton, as they are all users of electric power to a greater or less degree. Small sawmills, artisans, and other users of power in small quantities are beneficiaries of a reduction ranging from 10 to 30 per cent of the established scale of prices. These are the only cases favored by such a reduction, and it is given only with the understanding that power will not be used except during certain hours.

The foregoing is an outline of the principal power-distributing agencies in the Canton of Vaud. There are also some small private power plants, but they do not play an important part in the distributing system as a whole.

PROSPECTIVE DEMAND FOR ELECTRIC VEHICLES.

[Consul Ross E. Holaday, Manchester, England, June 22.]

The electric vehicle committee of the Incorporated Municipal Electrical Association presented its report at the annual conference of the association, which was resumed in the city on June 21, 1918. An important phase of this report which it is thought will be of interest to American manufacturers and exporters concerned the progress that had been made in the adoption of electricity for commercial vehicles. A point emphasized was that the power was eminently suitable for short-distance haulage. The vehicles so fitted had established an excellent record for economy and reliability, and satisfactory progress was being made, having regard to the fact that under present conditions the machines could only be obtained for use for war work or work of supreme national importance. But for these war restrictions it would be safe to say there would be many hundreds more electric vehicles in use.

The report continues:

At last the knowledge that in actual commercial service the electric vehicle provides the cheapest means of transporting a given weight of goods a given distance in urban transport and delivery duty is diffusing far and wide in commercial circles, the proof of this being the increasing number of inquiries the committee is receiving as to how and where such vehicles can be obtained.

There were clear indications, it was further stated, that as soon as

normal conditions returned there would be a great demand for electric vehicles.

The British automobile manufacturers, as well as the electrical manufacturers, are urgently requested to consider the question of design and methods of manufacture in order that they might be in a position to secure a good share of the orders that are expected will be readily obtainable when the trade situation improves.

There would seem to be an excellent prospect here for the sale of American electric vehicles in the near future, and it is suggested that manufacturers furnish the consulate with catalogues and specifications of electric vehicles for the use of its trade files in order that it may be in a position to assist in furthering the sale of the products.

[A list of concerns handling automobiles in Manchester can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103904.]

Reported Finding of Manganese Deposits in Honduras.

Consul Walter F. Boyle reports from Puerto Cortes that he has been advised by parties resident in that district that they have discovered and denounced a rich deposit of manganese within 2 miles of the National Railroad. They claim that this ore is mixed with graphite, copper, and gold, and would like to get in touch with possible capital in the United States. The address of the owner of the mine can be obtained at the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103123.

AUSTRALIAN WHEAT-POOL PAYMENTS.

[Howard A. Treat, secretary to commercial attaché, Melbourne.]

The Australian Minister for Trade and Customs has submitted figures showing the number of bushels of wheat pooled and amounts paid per bushel for the three crop years, as follows: 1915-16, 162,257,000 bushels, at 4s. 6d. per bushel; 1916-17, 138,678,000 bushels, at 3s.; and 1917-18, 100,950,000 bushels, at 3s.

The amounts paid to agents in connection with wheat-pool transactions during the past three years for the Commonwealth are as follows: 1915-16, £1,931,198; 1916-17, £1,547,561; and 1917-18, £662,846.

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CULTIVATION OF CAROBS IN ALGERIA.

[Consul Arthur C. Frost, Algiers, May 16.]

The cultivation of the carob, for which the climate of Algeria is very favorable, has recently begun to attract increased public attention. Especially in a country where cereal and forage production and pasturage vary much from year to year, according to climatic conditions, the importance of the carob as an auxiliary source of food for live stock is becoming more generally understood. It is stated that the carob should play a large part in the development of agriculture after the war.

Both carob and olive trees grow in Algeria in a wild state. To encourage the grafting of carobs, the Algerian Bureau of Agriculture distributed among the farmers of the colony who planted or grafted carob trees in 1916 a bounty of 0.50 franc (\$0.97) per tree planted or grafted, with a maximum of 150 francs (\$28.95) per proprietor. The total amount distributed in that year, for olive and carob trees combined, was 27,912 francs (\$5,387), an increase of 3,804 francs (\$734) over the total amount disbursed in the previous year.

Carob cultivation in Algeria is largely localized in the environs of Bougie. A considerable number of trees are now grafted, and the product of these trees is said to be almost equal to the carobs of Cyprus and Crete. The greater part of the trees, however, are not grafted. Other parts of Algeria producing the carob are Palestro, Port Gueydon, and Charchell. The carobs in these regions are not so fine as those of Bougie and, although nearly all grafted, have not the merits of the first named.

Increased Prices—Exports from Algeria.

In normal times, according to a leading dealer, the grafted carob was worth from 10 to 15 francs per 100 kilos (\$0.009 to \$0.013 per pound), and the wild carob from 3 to 4 francs per 100 kilos (\$0.0026 to \$0.0035 per pound) less. At the present time, carobs bring 30 francs per 100 kilos (\$0.026 per pound).

Algeria and Tunis together consume annually about 2,000 metric tons of carobs (1 metric ton equals 2,204.62 pounds).

The exportation of carobs from Algeria is of importance. They are chiefly exported to France and Great Britain. Other countries to which small amounts have been exported are Spain, Morocco, the United States, Belgium, and Germany.

The following table shows the total quantities of carobs, with their respective values, exported from Algeria during the last six years for which statistics are available:

Year.	Metric tons.	Value.	Year.	Metric tons.	Value.
1911.....	4,769	\$110,000	1914.....	3,004	\$64,000
1912.....	6,922	187,000	1915.....	3,144	79,000
1913.....	2,658	61,000	1916.....	3,859	97,000

A recent bulletin of the Government General of Algeria states that the relatively easy and remunerative market which will doubtless be enjoyed by the North African colonies during the next few years should have a salutary influence on the development of the carob cultivation. Italy and Syria and the islands of Cyprus, Malta, Crete, and Sicily, all of which have a climate somewhat similar to Algeria, cultivate the carob much more extensively. In these countries the

carob has a very wide use as food for animals and is often utilized as a food by the people. Despite this, these countries have large quantities to export.

Carobs Used for Feeding Stock.

In a fairly large district around Marseille, the principal French port for the importation of dried carobs, there are many cultivators who have been accustomed for a long time, in the years when forage crops were deficient, to feed carobs to their horses and cattle. Notwithstanding the fact that this custom has caused no harm, it is not thought always to have been carried out in the most judicious manner; that is, in a way to allow the animals to derive the most benefit from it. In the use of this substitute it is said that not sufficient attention has been given to the particular composition of the fruit.

It would be worth while to make experiments to ascertain the exact degree of digestibility of this fruit in relation to different kinds of animals, to make comparisons between the different kinds of carobs to determine their respective values, and to determine the influence of the different stages of maturity. Analyses made about 30 years ago are said to be the only standards in existence at the present time. In these analyses it is shown that the age of the fruit and the state of development of the seed have a large influence on the nutritive value.

It may be pointed out that the dried carob is particularly rich in saccharose and glucose. These elements represent 30 to 35 per cent of its weight. As against this, it is rather poor in azotic substances. Starch represents from 4 to 10 per cent of its weight, according to the age of the fruit.

The small amount of digestible azotic matter necessitates the use of other food substances with this substitute, so that the total quantity found in the original ration shall not be diminished. This point has not always been observed in practice. The large proportion of sweet substances makes this food an excellent one for horses, which, of all domestic animals, need them most. However, the carob can also be fed to cows and to sheep. As a food for horses, the substitution of carobs for oats should be made up as follows: For each kilo of oats, substitute 520 grams of carobs and 520 grams of bran.

In substituting carobs for hay as feed for horses or ruminants, equal quantities might be taken if the hay is of an inferior quality. As a substitute for hay of good quality, a small quantity of bran should be added. For 5 kilos of good hay, 6 kilos of carobs and 250 grams of bran should be substituted.

As dried carobs are very hard they should be softened by 48 hours' soaking before feeding them to animals. The water in which they have been soaked should not be thrown away, as it contains much sweet matter. It is said that 5 or 6 kilos of carobs can be given to horses without risk, the same quantity to cattle, and 1 kilo to sheep.

Method of Cultivation.

The following particulars, taken from a comprehensive book on the culture of the carob, although not very recent, may be of interest to prospective cultivators:

The seed, after having been previously soaked in water for several days, is sown in February or March in the place where the tree is intended to grow or, better still, in a nursery, in a well-worked soil.

The seed germinates quickly, the young plant appearing in eight or nine days if the season is not too dry. If the season is dry, the seed should be watered carefully.

As soon as the plant is 1 centimeter in diameter, it is transplanted and grafted. The transplanting is rather a delicate operation; to ensure a good growth, it is necessary to leave a clod of earth at the root of each plant and to water it during the summer.

Grafting is indispensable, as this tree is more often dioecious than polygamous; that is to say, some roots produce only male flowers and others only female. This gives rise to a sterile condition, but the grafting process easily remedies this, and assures an abundant fructification and a maximum yield.

The method is simple. Male plants are recognizable without difficulty by the color of their leaves. If the plant is female, only one male cutting need be grafted. If, on the contrary, the plant is male, only one branch should be kept and female cuttings grafted onto it.

This operation should take place, as already stated, when the young carob plant is 1 centimeter in diameter and has reached a height of about 50 centimeters.

After five or six years the carob should be planted in mounds at intervals of 15 meters.

The carob plant blooms in autumn, and the beans are picked the following autumn. To preserve them they should be laid out in thin layers so as to dry thoroughly. They can then be stored in heaps. If this precaution is not taken and the fruit is piled in heaps after being picked, it will become black and ferment.

Cutting and Pruning—Large Yield from Cultivated Trees.

In certain districts the carob tree will not bear cutting and pruning. Only the dead leaves should be removed. In other districts the plant must be clipped young, so as to reinforce the stem and to regularize the vegetation. It is usual to give it a bell shape, but one must be careful to remove all the cuttings, as they have a tendency to grow at the foot of the tree.

Agriculturists who are just commencing the cultivation of the carob tree should clip only half of their plantations. Experience will show them the best course to follow in their country.

The carob, like the olive tree, in order to flourish and produce well, requires a light soil free from noxious weeds. If these precautions are taken, the production is very large. In a suitable place the carob tree grows rapidly and, when clipped, new branches grow in abundance. Its foliage is thick; it has a long life. The tree attains an average height of 7 or 8 meters. In Algeria, Spain, and Sicily it is not infrequent to find the tree from 15 to 20 meters high.

It can be well understood that it is worth while cultivating such a useful tree. A carob tree in good soil produces from 4 to 8 kilos of carobs three years after grafting. After six years the production attains more than 50 kilos. In full growth one tree produces per year a minimum of 400 or 500 kilos of fruit. In a rich, light, well-watered soil, where the plant can extend its numerous roots at will, the production from one tree sometimes exceeds 1,000 kilos, worth from 80 to 100 francs (\$15.40 to \$19.30).

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CONTENTS.

	Page.		Page.
Coffee from Brazil to New Orleans.....	241	British trade investigation in the	
Dundee jute-yarn situation.....	241	Pacific Islands.....	245
New Brunswick government to aid		Opening of the commercial museum of	
sheep farming.....	242	Mexico.....	245
Review of English trade restrictions.....	242	Proposed syndicate of Italian lignite	
Crop report for Transvaal and Orange		interests.....	245
Free State.....	243	Uruguayan trade and finance in the	
Birmingham to increase charges for		war.....	246
gas.....	244	Foreign tariffs.....	250
Foreign capital invested in Ar-		The Brazilian trade in automobiles.....	254
gentina.....	244	Foreign trade opportunities.....	256

COFFEE FROM BRAZIL TO NEW ORLEANS.

The War Trade Board announces in a new ruling (W. T. B. R. 170) that the United States Shipping Board has allotted a vessel to carry coffee from Brazil to New Orleans, which vessel will sail from Brazil August 15 to 20; rate, \$1.70 per bag. Import licenses covering shipments of coffee to be made on this vessel will be allotted by the War Trade Board among importers of record for the calendar years 1916 and 1917. Coffee importers desiring to avail themselves of space on this vessel must notify the War Trade Board, Bureau of Imports, Washington, D. C., of their requirements on or before July 22, 1918.

DUNDEE JUTE-YARN SITUATION.

[Consul H. Abert Johnson, Dundee, Scotland, June 24.]

At a recent sale of jute yarn the precaution was taken by spinners to make it clear that delivery depended upon the receipt of the necessary qualities of jute and Government orders not being interfered with. The maximum prices for special fine yarns of standard quality were obtained, namely, \$2.02 for 5 pounds and \$1.94 per spyndle for 4 pounds. It has been difficult to procure every kind needed, but sacking weft appeared rather plentiful. Common hessian yarns and sack chains have been scarce, and in fact a marked shortage of all sorts of warp yarns is noticeable.

Many of the licenses for padding exports have not yet been issued, but assurances have been received that they will be forthcoming, and, after a somewhat protracted interval, an opportunity of shipping is looked for daily. It is asserted that permits to weave stock yarns into paddings will effect a considerable clearance, but there will be yarns left, for a number of manufacturers have the warps suitable for certain contracts, but not the wefts, and other wefts for which warps are needed. The authorities appear to be very firm in not permitting more spinning of these sizes and qualities.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

NEW BRUNSWICK GOVERNMENT TO AID SHEEP FARMING.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 6.]

A report published in **COMMERCE REPORTS** of May 27 dealt with a project of the Canadian Bank of Commerce to assist farmers to develop the sheep-raising industry. With a similar object in view, the government of New Brunswick, through its department of agriculture, is now giving publicity to a proposal formulated under recent legislation by which it is hoped the pastoralists of the Province will be encouraged to devote more attention than in the past to sheep.

Outline of the Scheme—Government's Advice to Farmers.

Briefly the government's proposal is this: Through an arrangement made with the chartered banks assistance will be given where it is needed to all farmers to buy sheep. The department of agriculture will not only arrange to buy sheep for the farmers, but will also buy from the farmers any good breeding stock that may be available. If a farmer needs credit he may consult a local banker and from him obtain the necessary forms. If sheep are not to be had in any given locality a farmer there resident will be given an opportunity to purchase through the banks and the agricultural department in another part of the Province.

From a recent government advertisement in the press the following advice to farmers is given:

Every ewe lamb weighing 80 pounds and over and of reasonable quality should be retained by farmers for breeding purposes. Sell the males and the inferior females for butcher purposes. If you have more ewe lambs than required induce your neighbor to purchase.

Unwashed wool of the best quality brought 80 cents a pound this spring, or about \$5 a fleece.

Sixty million sheep have been lost in Europe since the war started. Wool in enormous quantities is now required to clothe the soldiers; it will take an immense quantity to reclothe the returned men in civilian dress. Prices will likely be high for 10 years. New Brunswick has the pasture, hay, roots, and a climate suited to sheep. Every farmer should consider investing in a small flock as a foundation. The first year will give approximately \$4 worth of wool per sheep; the sheep will cost about \$15.

REVIEW OF ENGLISH TRADE RESTRICTIONS.

British trade restrictions since the beginning of the war are outlined in a report made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce. These restrictions have a very important bearing on American industry and commerce and hundreds of inquiries have been received in Washington concerning them.

The Government's report traces the history of the various steps that have been taken to restrict British imports and exports and makes clear the scope of the measures so far adopted. A complete list of commodities affected up to June 10 is included.

The bulletin is entitled "British Control of Imports and Exports," Tariff Series No. 39, and is sold at 5 cents a copy by the Superintendent of Documents, Government Printing Office, Washington, D. C., and by all district and cooperative offices of the Bureau of Foreign and Domestic Commerce.

CROP REPORT FOR TRANSVAAL AND ORANGE FREE STATE.

[Consul Samuel W. Honaker, detailed as vice consul at Johannesburg, Transvaal, South Africa, May 3.]

The report of the Department of Agriculture of the Union of South Africa on crop conditions in the Transvaal and Orange Free State Provinces for the month of March says in part:

The days were much colder in the Transvaal and Orange Free State than is usually the case during March. The nights were, however, much warmer. The rainfall was above the average in the Transvaal, and toward the middle of the month rain fell in the Orange Free State. With the exception of the southern part of the latter Province, the season's rainfall now exceeds the normal.

Maize and Kafir Corn.

On the average, the maize crop is 23 per cent below normal in the Transvaal. However, weather conditions favored its growth in the western high veld districts, and good yields are consequently expected from that section of the country. On the other hand, the Lichtenburg district experienced excessive downfalls of rain, which, together with rust and the presence of stalk borers, have caused the estimate to decrease to 7 per cent below normal. There is little improvement in the condition of the crop in the eastern high veld, and the prospects in the central districts are unchanged and still remain at 21 per cent below normal. The Potchefstroom district, which is one of the best producing areas of the Province, has also been affected by heavy rains. The reports from the Pretoria and Heidelberg districts are likewise disappointing, which is also true of other districts.

Very little change has taken place in the prospects of the maize crop in the Orange Free State as compared with the month of February. The yield for the whole Province is still estimated to be 18 per cent below normal. The principal producing districts have been affected by too much rain and a lack of warm days.

The condition of the kafir-corn crop for the entire Transvaal Province is, on the average, slightly worse than in the preceding month. The estimate is now placed at 14 per cent below normal. Owing to the adverse weather the crop has been injured to some extent in the majority of the districts. There is a small reduction in the crop prospects in the Orange Free State as compared with the month of February. The crop average for the entire Province is now estimated at 26 per cent below normal, being largely the result of unfavorable weather conditions.

Tobacco and Cotton.

As the Transvaal produces the bulk of the Union's tobacco crop, the condition of the crop in this Province has an important bearing on the country's entire production. The acreage is 3 per cent less than that of last year, and the resultant crop growth is estimated to have been 14 per cent below normal at the end of March. In the district of Rustenburg, from which the major portion of the Union's crop is obtained, the estimate is given as 11 per cent below normal.

In a great many cases the tobacco was planted on turf soil. The result was that a large proportion of the plants were drowned and the greater part of the remainder were so damaged that little hope is held out for proper development. However, the damage was small from this source on sandy soil. On account of the continued rains and lack of sunshine tobacco has been severely attacked by white rust. In the other main producing districts of the Transvaal the crop is generally estimated to be from 12 to 30 per cent below normal. The general crop average for March in the Orange Free State has improved somewhat and the estimate is said to be about normal.

The cotton crop in the Transvaal requires a normal rainfall of 25 to 30 inches and a maximum amount of heat and sunshine during the fruiting and harvesting stage. On the whole, there has been too much rain and cold weather for the crop to give a maximum yield. Insects have also been rather destructive in some fields. However, the indications at present are that the yield for the Union will be 10 per cent higher than that of last season. It is said that the Rustenburg district should give a 15 per cent increase, the Waterberg district about the same as last year, and the eastern Transvaal an increase as high as 25 per cent.

BIRMINGHAM TO INCREASE CHARGES FOR GAS.

[Consul E. Haldeman Dennison, Birmingham, England, June 25.]

The recent order of the coal controller authorizing an advance of 2s. 6d. (\$0.60) per ton in the price of coal, will necessarily involve an increase in the charges for gas in Birmingham, and it has been decided to submit recommendations on the matter at the next meeting of the city council.

The advance in the price of coal on the tonnage of coal to be carbonized represents an additional charge of about \$500,000. The present charge for gas to the majority of the citizens is 2s. 8d. (\$0.65) per 1,000 cubic feet, less 5 per cent, a sum which is lower than in most towns situated at a similar distance from the coal fields.

FOREIGN CAPITAL INVESTED IN ARGENTINA.

[Commercial Attaché Robert S. Barrett, Buenos Aires, June 8.]

Between \$4,000,000,000 and \$4,500,000,000 gold of foreign capital is invested in Argentina according to an estimate made by Dr. Alberto B. Martinez, the well-known Argentine statistician, who delivered a lecture on May 31 before the Institute Popular de Conferencias (Popular Institute of Conferences) on the subject of foreign capital investments in Argentina.

Dr. Martinez stated that it is difficult to say with mathematical exactitude what proportion of the total corresponds to each of the foreign nations that have placed capital in Argentina, because many operations of this nature evade all statistics. He stated, however, that the British investments are between \$2,000,000,000 and \$2,500,000,000 gold, and that this explains why, from a relatively remote date, all of the industrial, commercial, agricultural, and mining enterprises that enter into Argentine statistics carry the foreign mark "limited" to such a degree that one gets the impression that one is dealing with a purely British colony, since we come across the word "limited" in all factories, in all enterprises, and in all insurance companies.

Dr. Martinez divides foreign investments in Argentina in the following enterprises, the amounts being in gold pesos of \$0.9648:

	Pesos.
Various Argentine loans and issues.....	657, 303, 400
Railways.....	1, 344, 326, 465
Banks.....	51, 891, 022
Ports.....	22, 163, 909
Tramways.....	109, 496, 149
Freezing establishments.....	40, 916, 439
Gas, electricity, water, and drainage companies.....	78, 373, 018
Land and rural property companies.....	79, 681, 618
Mortgages.....	500, 015, 962
Insurance.....	3, 836, 464
Industrial establishments.....	507, 760, 000
Telephone and radio-telegraphic companies.....	21, 340, 000
Commerce.....	465, 169, 244
Total	3, 882, 323, 750

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BRITISH TRADE INVESTIGATION IN THE PACIFIC ISLANDS.

[Consul General Alfred A. Winslow, Auckland, New Zealand, June 8.]

The Imperial Trade Commissioner has made an extensive tour of investigation through the South Pacific Islands immediately tributary to New Zealand, including Samoa, Fiji, Cook, and Tongan Islands, and reports that matters are looking very favorable in those islands, with a fair prospect of increasing the British trade with them, notwithstanding the increasing competition of American and Japanese trade in this part of the Pacific.

OPENING OF THE COMMERCIAL MUSEUM OF MEXICO.

[Vice Consul Luther K. Zabriskie, Mexico City, June 25.]

Under the auspices of the Department of Commerce and Industry the Commercial Museum of Mexico was formally opened to the public on June 25 by President Venustiano Carranza, who was assisted at the ceremonies by members of his Cabinet and a large concourse of local public officials, business men, and others. Engineer Alberto J. Pani, Secretary of Commerce and Industry, delivered the only formal address of the day, which was an interesting discourse on the commercial and industrial potentialities of the Mexican Republic, with special reference to the importance and value of the present establishment here of the Commercial Museum and its splendid opportunity for worth-while accomplishments.

The museum is located at No. 80 Avenida Juarez. The building which houses it is a modern two-story edifice, consisting of six spacious rooms, three of which are situated on the ground floor and three on the floor above, and owing to its central location is admirably adapted for the purpose.

PROPOSED SYNDICATE OF ITALIAN LIGNITE INTERESTS.

A promoting committee has issued an invitation to all mine owners of Tuscany and Umbria to discuss a scheme for a syndicate of lignite mines, says the Board of Trade Journal in a recent issue. The committee's circular thus explains the reasons why the constitution of the syndicate "is necessary for the most rapid solution of all problems arising from the exploitation of the lignite subsoil":

The General Commissariat of National Combustibles, by a series of decrees and measures, has done something toward improving matters, but naturally Government action is taken more with a view to the interests of the State than to those of producers and private consumers.

A Syndicate of Supplies has also been formed, with other and definite aims, which acts as a bookkeeping department between the State and mine owners.

Owing to the restricted nature of the duties of these two bodies, however, they have been unable efficiently to represent the mine owners.

Moreover, it is only recently that the lignite industry has taken solid root and has shown any considerable development, so it is not surprising that only new owners have thought of organizing themselves and forming a special society in favor of the interests of the industrialists—not so much with regard to any eventual conflict of views with the governmental bodies, but in order to cooperate with them in the common interests.

[A review of the Italian lignite industry appeared in **COMMERCE REPORTS** for Feb. 11, 1918.]

"Thrive by Thrift, Buy War Saving Stamps."

URUGUAYAN TRADE AND FINANCE IN THE WAR.

[Prepared by the Latin-American Division, Bureau of Foreign and Domestic Commerce.]

Announcement has recently been made of the passage of a bill by the Uruguayan Congress for the extension of a credit of 20,000,000 pesos to the United States for the financing of our purchases from that country. This announcement comes after negotiations carried on for some months. It is in line with the similar arrangement made with Argentina the past winter, whereby a credit of 40,000,000 pesos (since increased to 100,000,000 pesos) was agreed upon. It is analogous also, with the credit of 200,000,000 pesos extended by Argentina to Great Britain and France, for the purchase of 2,500,000 tons of wheat of the 1917-18 harvest. Last February the Uruguayan Congress sanctioned a similar arrangement with Great Britain whereby a credit of 15,000,000 pesos was granted, on deposit of an equal sum in bonds of the Uruguayan consolidated debt held in Great Britain.

These financial arrangements all have their origin in a set of trade and exchange conditions now generally prevalent in South American countries. The war has brought a large and growing demand for South American food and other raw products. At the same time, imports to these countries have been restricted by the need of conserving tonnage for the most essential uses. The result is a growing balance of trade in favor of the South American countries. At the same time, the normal operation of the foreign exchanges is impeded by the necessity for restricting the export of gold from the countries at war. And in the absence of gold shipments there is no ready mechanism for correcting the balance of payments and maintaining stable exchange conditions.

It is this combination of circumstances—the growing exports of South American countries, the diminishing imports and the absence of gold shipments to fill the gap—which has given rise to the abnormal state of the exchanges, and to the series of negotiations above cited for stabilizing exchange.

The Uruguayan Trade Balance.

Though Uruguay is the smallest South American country, it stands fourth in foreign trade. The following table gives the total value of the exports and imports for the years 1913 to 1917, inclusive, the value being in Uruguayan pesos (1 peso=\$1.034) :

Year.	Imports.	Exports.	Total.	Trade balance.
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
1913.....	50,353,000	68,496,000	118,849,000	+18,143,000
1914.....	37,235,000	52,419,000	89,654,000	+15,184,000
1915.....	34,980,000	73,291,000	108,270,000	+38,311,000
1916.....	33,803,000	68,341,000	102,144,000	+34,538,000
1917.....	71,608,000	103,456,000	175,062,000	+31,850,000

The course of Uruguayan trade during the war presents some differences from that of Argentina and Chile. Neither the expansion of exports nor the diminution of imports has been so marked as in the case of those countries. A comparison of the trade balances of

Uruguay, Argentina, and Chile for the years 1913 to 1916, inclusive, follows, the values being in United States currency:

Year.	Trade balance for—		
	Uruguay.	Argentina.	Chile.
1913.....	+\$18,760,000	+\$59,977,000	+\$24,379,000
1914.....	+ 15,700,000	+ 71,726,000	+ 10,920,000
1915.....	+ 39,652,000	+319,786,000	+ 53,625,000
1916.....	+ 35,714,000	+325,937,000	+103,456,000

These figures show how much less the Uruguayan balance has been affected by war-trade conditions than have the Argentine and Chilean balances. The year 1915 shows the most striking change, the balance increasing from about \$16,000,000 to about \$40,000,000. Since then the movement on balance has been the other way, the 1916 balance showing a decrease of some \$4,000,000, and that of 1917 (\$32,932,900) a further decline of almost \$3,000,000. Meantime the Argentine and Chilean balances have shown a large and continuous growth in favor of those countries. Notwithstanding this difference, however, the situation in all of these countries is fundamentally similar. In each there has been a notable expansion of trade beginning in 1915 as an immediate result of war conditions, and in each the trade balance in the war years is markedly favorable.

Imports and Exports in 1917.

Attention is called especially to the increase of Uruguayan trade in 1917. Exports increased over 35,000,000 pesos and imports almost 39,000,000 pesos, as compared with 1916. In part these increases are due to the rising prices of exports and imports. Especially is this the case with imports. The value of imports for 1916 and preceding years is based on the official customs evaluations, which for lack of annual revision have fallen considerably below the actual market value. According to the Uruguayan Office of Statistics, the price of imported merchandise had by 1917 attained a level 30 per cent above the official customs evaluations; and some articles were as much as 150 per cent in excess of the official evaluations. The 1917 figures for total value of imports are based on the actual average price of imported goods in that year. This change in the method of evaluating imports must be borne in mind in considering the course of the Uruguayan balance of trade during the war. The official figures of imports in the years prior to 1917 are too low. Were they properly revised, we should probably find a condition identical with that in Argentina and Chile—a favorable trade balance which has grown steadily, by reason of the continuous expansion of exports and diminution of imports.

More significant than the movement of imports in 1917 was that of exports. The very notable increase (over 50 per cent) over the 1916 figures was in considerable measure the result of expansion in the volume of trade, as well as of the rise in prices. The expansion was the result of two factors, the growing war demand for food products and the measures taken by the Uruguayan Government to stimulate production. The most notable of these measures are the reduction of 50 per cent in the tax on cultivated lands and the distribution of seed

for the sowing of cereals. Uruguay has been an almost purely pastoral country—wool, hides, and meats still represent about 90 per cent of the total exports. As a result of these recent measures, however, wheat production promises to assume an increasingly prominent position. During the past year the area under wheat was greatly increased; the harvest was abundant (some 500,000 tons), leaving a surplus for export of about 200,000 tons. Uruguay appears to be leaving the purely pastoral stage and to be entering definitely into that of agriculture.

The Trade Balance and Foreign Exchange.

The significant feature of these trade changes is their effect upon foreign exchange. The large incomings from the exports are not compensated by the outgoings to pay for the imports. Exports, in fact, exceed the sum of imports and of outgoings of interest charges on foreign capital invested in the country. This foreign capital consists of Government bonds and investments in private enterprise. The total public debt of Uruguay on January 1, 1918, was 158,874,915 pesos; of this 128,824,295 pesos is listed as external. In fact, however, a considerable part of the external debt is now held in Uruguay itself; and according to the most authoritative estimates only 83,000,000 pesos of Uruguayan Government bonds are now held abroad. Amortization having been suspended in 1915 for the duration of the war, the total interest paid on the debt in 1917 was 6,040,494 pesos. Aside from the public debt, the amount of the foreign capital in Uruguay has been estimated at 300,000,000 pesos, of which 200,000,000 pesos is British. Annual interest on this capital at 5 per cent is 15,000,000 pesos. The maximum charge for interest payments on all foreign capital in Uruguay does not, therefore, exceed 21,040,094 pesos. Adding this to the imports, one has a total of outgoings from the country in 1917 of \$92,646,462. Exports (\$103,456,163) exceed this amount by 10,709,691 pesos.

The bearing of this favorable balance on foreign exchange is apparent. The supply of exchange represented by the exports exceeds the demand represented by imports and interest charge and leaves a margin more than sufficient to cover any minor items of outgoings not included in either imports or interest charge. This excess has not been compensated by gold shipments to Uruguay, and has resulted, therefore, in a pronounced rise of exchange, representing a depreciation of foreign moneys in terms of the Uruguayan monetary unit—the gold peso. For example, before the war the Uruguayan peso was equivalent to 51½ British pence. It has since ruled as high as 65½d., in May, 1918. This rate represents a depreciation of the pound sterling of about 29 per cent. The depreciation of the dollar has been equally great. By January, 1917, it had fallen to 94.5; during the course of the year it fell 11½ points, the rate ruling in December, 1917, being 83. The lire, which in January, 1917, stood at 7.25, ruled in December at 9.80. Exchange on France, Antwerp, and Spain showed greater steadiness.

The Rise of Prices.

One result of this dislocation of the exchanges has been the striking rise in the prices of Uruguayan exports. To offset the discount of 20–30 per cent on exchange, the exporter had to ask a greatly increased price for his product. Wool was quoted in January, 1917,

at 9 pesos gold per 10 kilos, whereas in January, 1918, it sold at 14 pesos gold. Sheepskins rose in the same time from 6.80 pesos to 9.50 pesos. Flour rose from 7 to 10 pesos and wheat from 6 to 7 pesos.

The high exchange and resultant inflated prices, together with the difficulty of securing bottoms, have prevented the export trade from expanding as much as it would otherwise have done. The dislocation of exchange daunts the exporter, and the high prices repel the foreign buyer, who seeks naturally to buy in the cheapest and safest market. A computation made at the end of February, 1918, showed that in consequence of unstable exchange only one-third of the total wool production of Uruguay had been exported. Large quantities of hides were being held up by the same difficulty. Virtually no wheat had been exported, notwithstanding the fact that the export prohibition (imposed in 1915) had been removed and that there was an excess of some 200,000 tons over domestic needs.

A well-considered credit arrangement for the stabilization of exchange, such as that outlined in the new Uruguayan bill, would remove these obstacles. The arrangements for the same purpose effected by Argentina last winter have already resulted in an appreciation of 5 to 10 per cent in the dollar and in the pound sterling. Similar arrangements in Uruguay would unquestionably have a similar effect. And the fall of exchange would not merely facilitate buying by the allied nations, but would bring into the Uruguayan market other buyers, who are now kept off by the 25 to 30 per cent extra charge on Uruguayan goods occasioned by the present high exchange. It is in the interest of all concerned, therefore, that adequate stabilization agreements be perfected.

United States Trade With Uruguay.

The financial and trade conditions of Uruguay are becoming of increasing importance to American exporters and importers because of the notable increase of our trade with that country during the war. In 1910 the trade with England represented about 19 per cent of the total Uruguayan foreign trade; that with France about 16 per cent; that with Germany 13 per cent; that with Belgium 13 per cent; and that with the United States less than 9 per cent. In 1915 German and Belgian trade had, of course, ceased. The British trade represented about the same proportion of the total trade as in 1910. The French had increased to 18 per cent, and that of the United States to about 18 per cent. Since 1915 the trade between the United States and Uruguay has grown markedly. Both imports and exports have more than doubled, and in 1917 our trade represented 29 per cent of the total.

The following table compares the trade between Uruguay and the United States with that between Uruguay and Great Britain:

Year.	Imports into United States.	Imports into Great Britain.	Exports from United States.	Exports from Great Britain.
1913.....	\$1,860,009	\$13,359,280	\$7,617,110	\$14,638,406
1914.....	9,597,103	13,627,240	4,153,138	8,396,599
1915.....	13,889,464	21,050,035	7,888,633	7,746,781
1916.....	16,277,243	19,423,699	11,852,363	9,714,085
1917.....	33,175,381	26,522,400	18,401,941	11,652,242

British trade shows only moderate changes, as compared with that of the United States. Our exports to Uruguay increased 142 per cent. Our imports from Uruguay increased from the insignificant figure of \$1,860,009 to \$33,175,381, an increase of \$31,315,372, or over 1,600 per cent.

FOREIGN TARIFFS.

ARGENTINA.

Registration of Commercial Names.

Regulations in furtherance of the Argentine act for the registration of commercial names and designations were adopted December 20, 1917, according to a notice appearing in "Patentes y Marcas" of February 5, 1918. The benefits of this new form of registration that will be derived by foreign companies are restricted by the provision that the register shall include only the names of national houses and establishments and of branches or agencies of foreign concerns, and in applying for registration it is necessary to prove that the domestic business taxes for the current year have been paid. Furthermore such registration will not secure any protection for the mark as used on goods themselves. It is improbable, therefore, that the new form of registration will be of much benefit to manufacturers and exporters in foreign countries, and it is recommended that trade names used as trade-marks be registered as ordinary trade-marks.

[A statement of the provisions of the original law providing for the registration of commercial names was given in Foreign Tariff Notes, No. 25, p. 202.]

BOLIVIA.

[Patent and Trade-Mark Review, April, 1918.]

New Trade-Mark Law.

A new law governing the registration and protection of trade-marks and commercial names was enacted in Bolivia January 15, 1918, and entered into force three months thereafter. The period of protection, which was formerly unlimited, is now fixed at 10 years. Marks already registered will continue to be protected for 10 years from the date of registration upon the payment of the annual taxes prescribed by the former law, and where the annual fees have been paid in advance for a longer period the registration will continue in force throughout the time for which taxes have been paid, but no new payments of taxes for the purpose of extending the duration will be accepted.

The law resembles those of most other Latin-American countries in recognizing priority of registration as the basis of ownership. Provision is made, however, for opposing the application for or securing the cancellation of the registration of marks consisting of names of persons or business firms, and priority of use will evidently be taken into consideration in some cases, as the law states that "where priority in the use of the mark is involved, only absolute proof will be accepted." Commercial names, including the names of corporations, are entitled to protection without the necessity of registration. In order to secure additional protection such names may be entered in a special register directed to be kept for that purpose.

In making application for the registration of a trade-mark there should be submitted data as to the name and address of the manufacturer, six copies of the mark, an electrotype, and a description in

duplicate of the mark and the goods on which it is to be used. For the purposes of the law, goods are divided into 20 classes, and for registration of a mark for one class of goods there is a fee of 30 bolivianos (\$11.67), with 5 bolivianos (\$1.95) extra for each additional class. Publication must be made three times at an expense of 2 bolivianos for each time, and after the last publication 50 days are allowed within which to enter opposition.

Marks for Pharmaceutical Preparations.

Only in the case of marks for chemical and pharmaceutical products is registration compulsory. According to article 7: "The registration of marks for chemical and pharmaceutical products shall be obligatory. In the case of medicinal specifics (patent medicines) the formula of the component substances shall be set forth on the container or on the conjointly affixed label."

CANADA.

Free Admission of Agricultural Machinery.

Exemption from duty upon entry into Canada is granted for machines for agricultural purposes when brought by settlers and if actually owned abroad by the persons who enter them for at least six months before removal to Canada. The notice of this exemption in Customs Memorandum No. 2212B, June 11, contains the further conditions that the machines in question must be brought by the settler at the time of his first arrival and are not to be sold or otherwise disposed of without payment of duty until after 12 months of actual use in Canada.

This privilege of free admission is similar to that granted in case of vehicles and implements moved by mechanical power, as described in *COMMERCE REPORTS* for March 29. The concession is effective in both cases during the period of the war and until otherwise ordered.

GREECE.

[Consul General Alexander W. Weddell, Athens, May 1.]

Tariff Changes and Exemptions.

By decree of April 4/17, 1918, the exemption for goods imported into Greece by public authorities is considerably enlarged. At present free admission is granted in the case of drugs and sanitary supplies for the Greek Red Cross and of articles for the construction and maintenance of municipal and communal roads, squares, and aqueducts, when imported directly by the municipalities, as well as of articles imported by municipalities or communes for the production of gas or electricity. A special permit from the Minister of Finance, however, is required.

The same law temporarily reduces the duty on coconut oil to 43.50 drachmas per 100 okes (\$2.97 per 100 pounds). The duty on coconuts and peanuts fixed by tariff item 47b is canceled, and they will accordingly be admitted free of duty like other oleaginous substances.

MEXICO.

Changes in the Mexican import and export tariffs and regulations continue to be very frequent, but so far there has been no intimation of any intention to adopt differential tariffs, which were authorized by the law of December 25, 1917. (See *COMMERCE REPORTS* of Feb. 26, 1918.) The following summary of changes made during recent

months is based principally on reports from the American Ambassador and from Vice Consul Luther K. Zabriskie, Mexico City, and on the texts of the various measures appearing in "El Economista" and in the "Diario Oficial."

Import Duties.

Notices of the more important changes in the Mexican import tariff have already been given in COMMERCE REPORTS. Among the decrees on the subject is one of June 21, 1918, modifying the duties on packing bags and sacks. Heretofore such bags have been dutiable according to the component fabric without surtax. Under the new classification cotton bags will be dutiable at the rate of 0.12 peso per kilo, gross weight, representing an increase, except in the case of bags made of other than plain fabrics. The new duties on bags of jute, abaca, hemp, and similar fibers, however, are only half of those applicable to the component fabrics, ranging from 0.06 to 0.10 peso per kilo gross weight, according to the thread count and weight.

Another measure, adopted April 3, 1918, makes material increases in the duties on tobacco, crown corks, pins, and shirts. The new rates on tobacco, crown corks, and pins are approximately double those formerly in force, a new classification being established for crown corks and pins, as also for shirts and underwear of linen or wool. In place of the single rate of 3 pesos per kilo legal weight for linen shirts and underwear there are now rates ranging from 6.50 to 10.50 pesos per kilo, while rates of 12 and 13.50 pesos per kilo are substituted for the rate of 3 pesos per kilo formerly applicable to woolen garments. At the same time the duties on cotton shirts with linen bosoms or cuffs are modified in order to conform to the classification of cotton shirts adopted in 1917. (See COMMERCE REPORTS of Nov. 3, 1917.)

Cinematograph Films and Machines.

The same decree increased the duty on printed cinematograph films from 1.50 pesos to 5 pesos per kilo, legal weight. The duty was again reduced to 1.50 pesos per kilo, however, by an order published May 29, 1918. This order further directed the discontinuance of the practice of permitting the importation of cinematograph films under bond to secure the amount of the duty, to be canceled upon reexportation. The import duty is claimed to be insignificant in view of the light weight of the films and the profits derived by the importers. The rate of duty on cinematograph machines and photographic cameras is also changed by reason of the new classification assigned to them by a decree of May 7, 1918. Heretofore they have been dutiable at 0.02 peso per kilo as machines for industrial use. Under the new classification they will pay the duties applicable to manufactures of the respective materials, which in the case of articles not otherwise specified of iron or steel weighing over 10 kilos each, is 0.18 peso per kilo. Separate and repair parts other than lenses are subject to the same rates.

Increased Duties on Paper.

A decree of May 24, 1918, establishes new rates of import duty on paper specified in tariff items 580-587, averaging 15 per cent higher than the former rates. News print and other white paper containing more than 40 per cent of mechanical wood pulp and weighing from

50 to 100 grams per square meter, which was formerly admitted free, is now dutiable at 0.12 peso per kilo, instead of 0.10 peso per kilo, as had at first been reported, and as was stated in COMMERCE REPORTS of May 28, 1918.

Correction should also be made of the statement appearing in COMMERCE REPORTS of June 17, relative to the duty on packing material. The duty of 0.01 peso per kilo therein referred to applies to wood for packing cases or crates, as specified in tariff item No. 146, and not to that used as containers for the importation of other goods.

Export Duties.

The principal changes in the Mexican export tariff have already been referred to in COMMERCE REPORTS. Among the articles the export duties on which have recently been modified, together with the present rates of duty, are the following: Dry maguey leaves, 0.10 peso per 100 kilos; bones, 0.30 peso per 100 kilos; forage not otherwise specified, 0.25 peso per 100 kilos; heads of "Sotol" (a plant for cattle feed resembling alfalfa), 0.25 peso per 100 kilos; tobacco in the leaf or manufactured, 0.75 peso per kilo; and green or dry alligator, crocodile, and lizard skins, 0.02 peso per kilo. It had previously been directed that the exportation of tobacco should not be permitted, pending the adoption of new export duties on that product. It is also reported that export duty will shortly be imposed on the "gobernadora" fiber, which has lately acquired much importance because of its use in the manufacture of explosives. This plant grows wild in various parts of the Republic, and a number of contracts for its exploitation have been signed. Recent monthly schedules of the export duties applicable to petroleum products show few variations from the earlier rates.

Taxes on Mines and Metals.

The export duties on metals were slightly modified by a decree of April 26, 1918, which contains also a consolidation and reenactment, with certain changes, of other laws relating to mines. A stamp tax of 8 per cent ad valorem is specified for exported gold or silver in the form of ore or mixed with substances other than metals, while gold and silver in bullion or mixed only with other metals are subject to a tax of 7 per cent on the official values. The duties on copper are fixed at from $2\frac{1}{2}$ to 5 per cent of the value, depending on the form and copper content, while for lead, tungsten, molybdenum, manganese, graphite, and mercury the rate is 3 per cent as heretofore. Zinc, tin, antimony, and other metals or minerals not specifically provided for are subject to a duty of 1 per cent ad valorem upon exportation. The rates stated in COMMERCE REPORTS of February 26, 1918, should be modified accordingly. The monthly schedules of export duties on metals issued since this decree show slight decreases in the actual rates on lead, zinc, and antimony. In the case of silver, however, the new rates are approximately 66 $\frac{2}{3}$ per cent higher than those formerly in force.

The mint is directed to receive gold for coinage at a fixed price without limit, but as regards silver special permission must be secured from the Mexican Treasury Department, and the price to be paid will depend on the New York quotation for silver. A reduction is made in the "pertenencia" tax on the ownership of mining

properties. Another provision of the same decree admits free of duty the following materials, when imported for use in the treatment of ores: Zinc and aluminum in ingots, filings, grains, or wire; sulphur; alkaline cyanides; hyposulphite of sodium; saltpeter, or nitrate of potassium or sodium; acetate of lead; and perforated sheets of zinc.

Other Changes.

The exportation of seeds, bulbs, and sprouts of henequen, zapupe, lechuguilla, palma, maguey, and other fibrous plants is prohibited by an order in force from June 3. Another order published June 22 prohibits the exportation of the products of natural salt mines except by those who have received from the Department of Industry, Commerce and Labor, a concession to exploit them. The object of the measure is to prevent the fraudulent speculations in the salt mines along the coasts, which are national properties and have been subject to exploitation by persons without any legal title to them.

[The Mexican peso is normally worth \$0.498, but due to the increase in the value of silver its exchange value is now about \$0.55.]

THE BRAZILIAN TRADE IN AUTOMOBILES.

[Vice Consul Richard P. Momsen, Rio de Janeiro.]

Statistics of the imports of automobiles during 1917, compared with those of the preceding four years, show some interesting facts. Although during 1917 the total imports into Brazil from all countries showed a total of but 1,648 cars, which is only slightly more than half the number of cars imported during 1913, it indicates that the automobile market is showing signs of revival, for the imports during 1917 were greater than during the years 1914, 1915, and 1916 combined. During the year preceding the war France furnished more than 25 per cent of the entire Brazilian importations of automobiles, the United States held second place, and Germany ranked third. In 1914 the United States occupied first place, although the total importations declined more than 75 per cent as compared with the year preceding. Since then American cars have been imported into Brazil almost exclusively.

Santos and Rio de Janeiro the Principal Ports of Entry.

Out of a total importation of 1,648 cars in 1917, 1,574 were of American manufacture. War requirements have almost eliminated French and British cars from this market. Prior to the war Rio de Janeiro and Santos about equally shared the bulk of the automobile importations; in 1917, however, more than two-thirds of the entire number imported were received at the port of Santos. A comparison of the number of cars and the total values imported at each of these ports indicates that the higher grade of car is received at Rio de Janeiro principally for pleasure purposes, while those imported at Santos are in a large measure destined for the interior in the coffee and other agricultural zones, where the use of automobiles is becoming very common. The average value of the cars imported during 1917 at Rio de Janeiro was \$1,261, while those entered at Santos had an average value of less than \$800. In spite of the general decline in the total imports, Pernambuco in the north and Porto Alegre in the south, two very prosperous regions, increased their imports materially.

Share of Each Country in the Import Trade—Arrivals, by Ports.

The following table shows the number and value of automobiles imported into Brazil from each country:

Country of origin.	1913		1914		1915		1916		1917	
	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.
Germany.....	613	\$1,020,675	114	\$169,063	3	\$2,261				
Belgium.....	83	133,222	35	50,265						
United States.....	814	795,754	213	165,152	169	123,390	465	\$409,787	1,574	\$1,354,793
France.....	923	1,555,232	186	333,006	10	20,044	11	15,756	1	2,922
Great Britain.....	112	225,335	46	81,812	8	10,924	3	6,664	1	955
Italy.....	412	587,711	92	115,846	15	21,139	13	15,351	5	9,164
Other countries.....	231	507,029	28	186,077	9	12,550	29	21,433	67	44,332
Total.....	3,218	4,824,958	714	1,094,241	214	190,358	521	465,991	1,648	1,412,236

The number and value of the automobiles arriving at each port in Brazil were as follows:

Ports of arrival.	1913		1914		1915		1916		1917	
	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.
Maceios.....	24	\$40,909	5	\$8,925			2	\$3,136	8	\$18,736
Para.....	58	96,053	14	20,725			1	1,648	13	23,649
Pernambuco.....	54	63,954	43	57,356	4	\$3,502	15	14,139	62	61,088
Bahia.....	111	202,477	19	26,424	8	6,315	9	11,215	44	50,392
Rio de Janeiro.....	1,345	2,282,025	198	418,654	24	36,012	76	79,176	180	226,994
Santos.....	1,318	1,764,354	325	393,182	166	135,000	387	331,522	1,133	902,248
Rio Grande.....	14	18,701	2	3,501	1	849	2	1,184	1	1,138
Pelotas.....	45	49,675	25	19,134	4	2,707	2	841	2	1,108
Porto Alegre.....	87	112,587	37	53,830	2	2,129	13	12,076	123	79,254
Other ports.....	162	194,330	46	92,510	5	3,844	14	11,054	77	47,629
Total.....	3,218	4,824,958	714	1,094,241	214	190,358	521	465,991	1,648	1,412,236

Considerable change is to be noted in the automobile business here during the past five years. At that time roadsters or low-priced cars were entirely unknown. It was a curiosity to see an automobile owner drive his own car, for he usually required not only a chauffeur, but a footman, known here as the "adjutante," as well. Americans, many of whom drive their own automobiles, have perhaps had some influence in causing Brazilians to do likewise, thus making the ownership of automobiles possible for a greater number of persons, due to the reduction in operating expenses.

Excessive license taxes, the high cost of gasoline, and the lack of roads suitable for pleasure trips of any distance, are perhaps the greatest obstacles in the trade at present. There is, of course, the added difficulty in obtaining freights, some dealers complaining that they have orders for large number of cars on which they are unable to obtain delivery.

During the war period many American automobile manufacturers have sent representatives to Brazil. In some instances excellent agency connections have been established, and a permanent business seems likely; others have been less fortunate, and after having sold a few cars their business ceased entirely.

American automobile tires, accessories, motorcycles, and bicycles are finding an increasing market in Brazil.

[Another report on the Brazilian automobile trade was published in COMMERCE REPORTS for Mar. 27.]

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobile and aviation materials.....	27199	Phonograph disks.....	27198
Bicycles and accessories.....	27197	Rubber goods.....	27195
Dry goods.....	27191	Sausage casings.....	27192
Electrical appliances.....	27193	Sewing machines and accessories.....	27197
Machinery.....	27194, 27200	Sheet metal.....	27195
Musical instruments.....	27198	Telephone equipment.....	27196
Novelties.....	27196	Tools.....	27200
Nail wire.....	27195		

27191.†—A man in Australia desires to secure agencies for the sale of dry goods of all descriptions. Samples and full particulars should be submitted. Payment will be made by sight draft or 60 or 90 days. American firms should state commission allowed, whether cabling costs are paid by them, and full information. Reference.

27192.*—A firm in Spain is in the market for beef-tripe casings for sausages. Payment will be made at destination upon arrival of goods. Correspondence should be in Spanish or French. References.

27193.*—An agency is desired by a man in France for the sale of electrical appliances. Correspondence may be in English. Reference.

27194.*—A firm in Bolivia desires to purchase the necessary equipment for the installation of a factory for the manufacture of woolen cloth. Catalogues, price lists, and full details should be submitted for machinery for washing, spinning, weaving, and other operations connected with the industry. References.

27195.*—An agency is desired by a firm in Australia for the sale of sheet iron and steel; telephone equipment; nail wire; brass, copper, and aluminum sheets; and rubber goods. References.

27196.*—A man in Spain wishes to secure an agency for the sale of novelties of all kinds, especially inventions recently patented. He will also make purchases if practicable. Payment will be made at destination on arrival of goods. Correspondence may be in English. References.

27197.*—A firm in France desires to represent American manufacturers of sewing machines, bicycles, and accessories for such. The firm especially desires to secure the representation of houses prepared to furnish regularly stocks of detached pieces for American machines and cycles, many of which are in use in that section. Correspondence should be in French. References.

27198.*—A music house in Switzerland wishes to purchase and secure an agency for the sale of phonograph disks of all sizes for the needle system, mouth organs, hand harmonicas, cylinder records, and zithers. Payment will be made against bill of lading or agency terms. Correspondence should be in French. References.

27199.*—An agency is desired by a man in France for the sale of raw material for automobiles and aviation. Correspondence may be in English. Reference.

27200.†—A national school of applied arts and trades in Bolivia desires to purchase machinery, tools, equipment, and materials necessary for teaching work in wood, metal, leather, and textiles.

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CONTENTS.

	Page.		Page.
Guayaquil market report for May	257	North Swedish industry and winter shipping	262
Export licenses for postage and other stamps	258	Exports of forestal products from Quebec to United States	263
Chamber of Commerce formed in Belize, British Honduras	258	More manganese found in Colon consular district	264
Tenders for Australian silo construction high	258	Internal revenue receipts of Brazilian State	264
New electric smelting furnaces in Sweden	258	Dundee jute and American trade	265
Industrial Congress of the State of Rio de Janeiro	259	Record year for Glasgow tramways	265
Large fusions in the Norwegian machine industry	259	Conditions in Midland iron and steel market	266
Castor-bean growing in Siam	260	India's foreign trade for January and February	267
The watch industry of Switzerland	260	Commission provided for standardizing screw threads	268
Seed grain distribution in New Brunswick	261	Quantity of wheat and oats thrashed in New Zealand	268
Opening of railway in Spanish zone of Morocco	261	Offices of the Bureau of Foreign and Domestic Commerce	268
Demonstration work proving effective	261	Foreign tariffs	269
Seventh-day Adventists building in Colon	262	Corn and cotton show in Brazil	272

GUAYAQUIL MARKET REPORT FOR MAY.

[Consul General Frederic W. Goding, Guayaquil, Ecuador, June 13.]

Opening May cacao prices were \$8.64, \$8.23, and \$7.82 for Arriba, Balao, and Machala, respectively, which prices remained firm until the 20th of the month, when the Association lowered the price \$0.82 per hundred, thereby making the closing quotations \$7.82, \$7.41, and \$7. Although the May deliveries were of some importance, the total deliveries for the past five months are less than for previous years. The New York market sales have been insignificant, and the stock on hand has increased from 210,000 bags in February to 430,000 in May. The exports for the month amounted to 6,254,729 pounds, of which 7,571 pounds were shipped to Chile and 6,247,158 pounds to the United States.

The coffee market was quiet, quotations being \$9.05 and \$8.64 for first and second grade coffee; 469,424 pounds were shipped to Chile.

Hides were weak at \$9.05 for serranos, \$8.23 for criollos, and \$4.12 for picados. The total exportation of 150,957 pounds was for the United States.

There were no receipts of ivory nuts during May, and no quotations or sales, as has been the case for the past several months.

Owing to restrictions on the importation of rubber into the United States, there was none shipped during the month. Nominal quotations were: Maroma, \$20.58, and Hojas, \$16.46.

The imports amounted to 48,759 packages weighing 4.167 tons, and were from the following countries: Canal Zone, 370; Chile, 10,946; France, 70; Japan, 172; Peru, 5,028; Spain, 1,091; United Kingdom, 1,255; United States, 29,763; and Uruguay, 64 packages.

The official bank exchange rate was 243.

EXPORT LICENSES FOR POSTAGE AND OTHER STAMPS.

The War Trade Board announces, in a new ruling (W. T. B. R. 171), the following regulations governing the exportation of postage stamps, revenue stamps, and other stamps of similar character, either canceled or uncanceled, which amplify the regulations announced May 14, 1918 (W. T. B. R. 109):

Licenses may be granted freely authorizing the exportation to one or more consignees, whose names need not be specified on the license, of a single parcel or an unlimited number of parcels of canceled or uncanceled postage stamps, revenue stamps, or other stamps of a similar character. Such licenses shall be valid for a period of 90 days and for the transmission of said stamps by registered or first-class mail only. They shall not be valid for shipments to persons on the Enemy Trading List.

The parcel shall bear plainly marked on the wrapper the license number and description of contents and must be addressed to the consignee in care of the Postal Censorship Committee at either New York City, N. Y.; Key West, Fla.; New Orleans, La.; San Antonio, Tex.; San Francisco, Cal.; Seattle, Wash.; or Honolulu, Hawaii; and the shipment shall be subject to such rules and regulations as the Postal Censorship Committee may from time to time promulgate. The name and address of the consignor must also appear on the wrapper, and the postage must be fully prepaid to the country of final destination.

Chamber of Commerce Formed in Belize, British Honduras.

A chamber of commerce was formed in Belize in February purporting to be representative of the commercial life of British Honduras. The present membership is 75. The secretary, P. Stanley Woods, who is also secretary of the local food-control committee, is in readiness to be consulted on any pertinent matters.

TENDERS FOR AUSTRALIAN SILO CONSTRUCTION HIGH.

[Consul General J. I. Brittain, Sydney, June 6.]

Estimates for the construction of silos in Victoria for the storage of wheat, have been found to be very high. The act passed by Parliament authorized an expenditure of \$4,136,525, but the bids indicate an expenditure of about \$973,300 above the appropriation. Fresh tenders on a different basis will be called for under a new proposal, which will reduce the number of country silos, and the total storage will accommodate about 5,550,000 bushels of wheat instead of 6,900,000 bushels.

NEW ELECTRIC SMELTING FURNACES IN SWEDEN.

[Consul General Albert Halstead, Stockholm, June 15.]

Having doubled its capital and made it \$724,000, the Aktiebolaget Porjus Smältverks proposes to build two electric smelting ovens this summer. The company has already three ovens in operation. The company's power is secured from the Porjus waterfall. It expects to manufacture 20,000 metric tons of pig iron each year.

INDUSTRIAL CONGRESS OF THE STATE OF RIO DE JANEIRO.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 7.]

The first industrial congress of the State of Rio de Janeiro was held on April 12, 1918, in the city of Petropolis. Plans were discussed for the organization of an industrial association of the State of Rio de Janeiro, with the following purposes in view: (1) To develop and facilitate commercial relations between manufacturers and consumers; (2) to study "post bellum" economic questions and establish relations between industry and the Government, with a view to ameliorating, by adequate laws, the unusual conditions produced by the war; (3) to publish and distribute free of charge statistics and other information relative to agriculture and industry; (4) to establish an informational and instructional center for persons interested in industrial and agricultural developments; and (5) to establish a bureau to aid members of the association who desire patents, trade-marks, or books, reviews, and legal documents.

LARGE FUSIONS IN THE NORWEGIAN MACHINE INDUSTRY.

[Excerpt from "Svensk Handelstidning," Stockholm, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

The Norwegian machine industry is at present trying, the same as the Swedish, to strengthen its competitive power by combination. A fusion along big lines, using as a nucleus the two combined companies called "Aktieselskabet Norsk Maskinindustri," has recently been consummated and the capital increased from 12,500,000 to 32,000,000 crowns. Six companies have joined in the combination and negotiations are being carried on with the seventh, Rosenberg's mekaniske Verksted in Stavanger. The other six are, first, the two original founders of "Norsk Maskinindustri," Thune's mekaniske Verksted in Christiania, and Hamar Jernstøberi og mekanisk Verksted in Hamar, and, thereafter, Norsk mekanisk Verksted in Christiania, Aadals Bruk in Aadal, Kvaerner Ovnstøberi in Christiania, and Nordviken Bruk near Hamar.

To Specialize in Certain Lines.

By this selection it is hoped to get a complete representation of all branches of the machine industry, and it is the intention to specialize. Thus Hamar Jernstøberi will only be engaged in making locomotives, which will no longer be made by Thune's mekaniske Verksted. To make about 100 locomotives a year it was necessary to expand the Hamar works. As it was known that the Norwegian War Department would be willing to support such plans, application was made to them, and a contract has now been closed whereby the Hamar works will get an interest-free loan of 800,000 crowns, to be paid back in installments of 10 per cent on the work which Hamar, Thune, and Norske works do for the State. (In other words, the State will pay, for instance, only 90,000 crowns for 100,000 crowns' worth of work, the other 10,000 crowns being applied to pay off the loan.) The Hamar works pledge themselves to extend their electric smelting works, as well as their pressing plants. A steel wire-roller mill will also be built, as well as other steel refining plants.

The Thune works will specialize on the making of machines for the cellulose and paper industry, and will extend their manufacture

of Diesel motors and steam engines. To this end a modern foundry has been built, which will also supply all material for machines needed by Norsk Maskinindustri.

Compressors which heretofore have been made by the other works will now be made exclusively by Norsk mekanisk Verksted, which will also make lighter articles, such as boring machines for mines and the like.

The Aadal Bruk and the Kvaerner Ovnstøberi will specialize on foundry goods.

It is the intention through Rosenbergs mekaniske Verksted to go into the shipbuilding industry, partly to be able to fully utilize Thune's Diesel motors and steam engines. It is the plan to make slipways for 10,000-ton boats. The Nordviken Bruk, woodworks factory, has also been included in the fusion in order to satisfy the great demand for laborers' and other small wooden cottages. It is hoped that about 1,000 such cottages can be built per year.

The products of this fusion will be sold through a sales office in Christiania, which will have branches in foreign countries and which will cooperate with the purchasing office soon to be opened in Christiania.

CASTOR-BEAN GROWING IN SIAM.

[Vice Consul Carl C. Hansen, Bangkok, May 3.]

The castor-oil plant grows wild in almost every part of Siam, but hitherto it appears that no attempts have been made in its cultivation. However, an extensive plantation has now been started by a Bangkok merchant who expects to harvest about 1,000 tons of the seeds within five or six months after the planting, which is now in progress. It is the intention of this merchant to produce the oil here, and he has requested this consulate to put him in touch with makers of suitable machinery for this purpose. This office will therefore be glad to receive descriptive literature and price lists for such equipment.

THE WATCH INDUSTRY OF SWITZERLAND.

[Extract from the *Tribune de Genève* of June 16, transmitted by Consul Lewis W. Haskell, Geneva.]

Switzerland's total export of watches and watch movements, watch-cases, watch parts, clocks, and tools amounted in 1917 to 211,860,604 francs (\$40,889,097 at normal exchange of \$0.193), showing an increase of 3,300,000 francs (\$636,900) compared with 1916, which year constituted a record.

It may be added that this new record is but apparent (being value rather than output), as it is due to the great advance in prices. With the exception of chronographs, movements, and fancy watches, the number of pieces exported has greatly diminished; there was a falling off of 330,000 in the number of gold watches exported, of 213,000 in silver watches, and of 1,110,000 in nickel watches.

Switzerland has, nevertheless, in the course of the past year exported 13,518,080 pieces, an average of 45,060 per day of labor, this figure amounting to 47,347 if we add to it the chronographs and the "various watches"—that is to say, those which are not of gold, silver, or nickel.

SEED GRAIN DISTRIBUTION IN NEW BRUNSWICK.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 8.]

That the efforts of the government of New Brunswick in the direction of increased grain production throughout the Province are being generally appreciated is shown by a recent return of the department of agriculture regarding seed-grain distribution. In the spring of 1917, under government auspices, seed grain—oats, wheat, and barley—valued at \$6,698, was distributed, of which \$6,551 represented oats, in quantity 5,697 bushels, at a price of \$1.15 per bushel to the farmer. These figures apply only to the counties of Albert, Kent, and Westmoreland, all in the Moncton consular district. In the same territory in 1918 19,000 bushels of oats, at \$1.38 per bushel, and over 4,000 bushels of wheat were distributed, of a total valuation of approximately \$40,000.

OPENING OF RAILWAY IN SPANISH ZONE OF MOROCCO.

[British (Government) Board of Trade Journal, June 27.]

The Ceuta-Tetuan Railway was officially opened in the third week of May. The construction of this railway was decided in January, 1913, when a decree was issued ordering the preliminary studies of the line. The studies were concluded and the plan for the whole line presented in April, 1914.

The work was intrusted to the engineering department of the Spanish Zone; but, little or no progress being made, the construction and exploitation of the line was put up to adjudication, and the Compania Espanola de Colonizacion, which alone tendered, obtained the contract, the total cost of the work to be approximately 10,850,000 pesetas (roughly \$2,170,000) and the time allowed for the construction one year, which had later to be extended to two years.

The British vice consul at Tetuan states that the line has a total length of 25 miles, mostly along a level plain; five tunnels of a total length of half a mile and five small bridges had to be constructed. The line is of narrow gauge, only 1 meter (3.28 feet), and the rolling stock consists of six 50-ton engines of American make, 1 saloon carriage, 12 other carriages of first, second, and third class, and 10 freight cars. It is a line that is not likely to be extended into the interior, though some day a line will presumably be laid to connect Tetuan with the Tangier-Fez Railway. This, however, will have to be a normal-gauge line and will pass through much more difficult country than the Ceuta-Tetuan line.

Demonstration Work Proving Effective.

The Bureau of Fisheries reports that the demonstration work of teaching housewives on the Pacific coast the best methods of preparing fish is progressing rapidly and proving very effective. For the present it is planned to transfer operations to California and to visit the interior towns of Washington and the Willamette Valley section after the harvests are over, when conditions will be more propitious.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

SEVENTH-DAY ADVENTISTS BUILDING IN COLON.

[Consul Julius D. Dreher, Colon, Panama, July 1.]

Work has been begun on a new church building for the congregation of the Seventh-day Adventists in Colon and Cristobal. This building, which will stand on a large lot at the corner of Third and F Streets, in Colon, will be a handsome structure of reinforced concrete. On the first floor will be a schoolroom with a seating capacity of 200 and on the second floor the main audience room with seats for 400 people.

On the site of the church now in use it is proposed to build a printing plant for the Pacific Press Publishing Co. of the same denomination, which has had a bookstore here for selling its publications for some time. The new printing plant will render more than a local service, as it will supply matter for churches in Central and South America and the West Indies.

NORTH SWEDISH INDUSTRY AND WINTER SHIPPING.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, June 15.]

During the recent national Swedish industrial meeting in Stockholm, Mr. S. Lundbeck, an engineer, gave an interesting lecture on the development possibilities of Norrland (or North Sweden) industry with special regard to traffic communications and particularly winter shipping.

Mr. Lundbeck pointed out that the Norrland water-power industries would be up against hard international competition and spoke about the part that freights would play in this connection because of the great distances. Side by side with the timber industry with its relatively good shipping possibilities, new industries are growing up for iron and electrochemical products. In 1904 there were 8 of these plants having a production value of 4,500,000 crowns (\$1,206,000); in 1913, 22 plants with a production value of 20,000,000 crowns; and in 1917, 75 plants with a production value of 55,000,000 crowns.

The districts of Norrland are still waiting for their railroad connections, but the most important question is that of shipping on the Norrland coast.

The most important Norrland power districts are so situated that their large industries might use the waterway to the ice-free Norwegian ports, Trondhjem and Narvik. It would nevertheless seem important that all industries based on the Norrland water power to the greatest possible extent be given extensive connections via ice-free Swedish ports. The winter traffic of the Norrland ports is of the greatest importance for the whole industrial life of the country.

Likewise for the Swedish shipping trade it is of great importance that the shipping traffic to Norrland ports be carried on all the year round, especially with regard to the coast trade and the regular line traffic with other countries. An extension of the traffic with Swedish goods via Norwegian harbors will not only be to the advantage of the Norwegian line traffic, at the expense of the Swedish, but it may even have the effect that the advantages of working the Norrland natural riches will to a great extent be transferred to the other side of the boundary.

EXPORTS OF FORESTAL PRODUCTS FROM QUEBEC TO UNITED STATES.

[Consul W. Roderick Dorsey, Quebec, Canada, July 8.]

Exports to the United States from the Quebec consular district registered a further advance in 1917. The total value of all commodities shipped was \$22,900,931, as compared with \$16,264,382 in 1916, a gain of 40 per cent.

Wood and wood manufactures exported to the United States in 1917 were 89 per cent of all shipments and amounted to \$20,399,738, an advance of \$6,244,135, or 44.1 per cent. A survey of the quantities handled reveals the fact that the gain in actual trading was only about 13.1 per cent, or 31 per cent below the gain in money values. The following comparative table gives details of the exports of wood and wood products from Quebec to the United States during the past two years:

Articles.	1916		1917	
	Quantity.	Value.	Quantity.	Value.
Paper and manufactures:				
Boxboard.....pounds..	124,040	\$2,359		
News print.....do.....	212,851,729	4,391,903	270,337,754	\$6,493,863
Pulpboard.....do.....	347,563	7,686	234,367	7,466
Wrapping paper.....do.....	2,015,733	84,171	1,872,055	156,424
Wood and manufactures:				
Pulpwood—				
Rough.....cords..	119,803	709,939	89,867	692,990
Peeled.....do.....	180,282	1,261,808	247,058	1,988,594
Rossed.....do.....	50,422	520,085	25,754	206,909
Lumber—				
Rough.....thousand feet..	80,897	1,482,375	92,523	2,082,792
Planed.....do.....	10,814	218,061	10,929	296,199
Laths.....thousands..	37,798	102,225	20,742	75,623
Shingles, other than white pine.....do.....	1,527	5,511	2,169	6,392
Other.....do.....		12,892		2,572
Wood pulp:				
Mechanically ground.....pounds..	162,155,441	1,807,395	197,021,477	3,380,022
Sulphate (unbleached).....do.....	180,427,966	2,741,230	110,307,510	3,207,484
Sulphite (unbleached).....do.....	32,120,235	807,963	56,637,164	1,803,409
Total.....		14,155,603		20,399,738

News-Print Paper Shows Marked Increase.

An examination of the above statistics shows the most striking advance to have been in news-print paper, which added 57,486,025 pounds, or 27 per cent, to quantity and \$2,101,959, or 48 per cent, to value. The increase in wood-pulp bulk was not as pronounced as in 1916, amounting to 39,262,509 pounds, as against an increase of 83,624,522 pounds in 1916; value statistics are reversed, the advance being \$3,034,327 in 1917 and \$2,314,679 in 1916. The sulphite unbleached variety leads pulp increases with 24,516,929 pounds, or 76 per cent.

Gains are the rule throughout the table, the most notable exception being wrapping paper, which declined by 143,678 pounds but advanced \$72,253 in value. Pulpboard was also a heavy loser in quantity, being 113,196 pounds below the preceding year, the value showing a decrease of only \$220.

Pulp wood results, though showing no loss in the aggregate, were well below the levels attained by manufactured products. They show an advance of 3,172 cords and a money increase of \$396,661. The peeled variety was in most active demand and was the only one to

show improvement in either quantity or price. Shipments of peeled pulp wood increased 37 per cent, while rough declined by 25 per cent and rossed by more than 50 per cent.

An increase of 11,741,000 feet in shipments of lumber to the United States occurred, and the value was augmented by \$677,555. Practically the entire increase accrued in the rough variety.

During the early months of 1917 the movement of these products slowed down considerably, owing to car shortage and other transport difficulties. But conditions have been ameliorated, and, with water transportation again available, recent months have developed an activity which, if continued through the season, will set a new local high record for wood and its manufactures in 1918.

MORE MANGANESE FOUND IN COLON CONSULAR DISTRICT.

[Consul Julius D. Dreher, Colon, Panama, June 25.]

As reported by this office early in 1916 (see COMMERCE REPORTS for Mar. 1, 1916), an American syndicate commenced early in that year to ship manganese ore to the United States from the Mandinga mines, about 70 miles east of Colon. In spite of the difficulty in getting transportation for the ore, some 18,000 tons have been shipped and 4,000 tons await shipment from the mines. This syndicate has taken steps to obtain a concession to mine manganese ore at a place 12 to 15 miles south of Porto Bello, on the Boqueron, a branch of the Chagres River. This deposit appears to be extensive, and if on further investigation the ore is found in sufficient quantities and of a marketable grade mining will be undertaken if the syndicate feels warranted in going to the expense of putting in some sort of conveying system to transport the ore to the port of Porto Bello, about 20 miles east of Colon, for shipment to the United States. Notwithstanding the difficulties to be overcome, the demand for manganese ore at good prices renders it quite probable that this syndicate will succeed in the new venture, as it has done at Mandinga.

[The address of the resident manager of the company may be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 104015.]

INTERNAL REVENUE RECEIPTS OF BRAZILIAN STATE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 27.]

The Bureau of Public Receipts of the Federal Treasury has issued the following statement of receipts from internal-revenue taxation in the State of Rio de Janeiro during 1917: From stamps sold to factories, \$2,388,645, United States currency; from stamps sold for sealing goods, \$665; from stamps on official documents, \$198,955; total, \$2,588,265. This sum does not include fines amounting to about \$2,380 for tardiness in the payment of documentary stamp taxes, and also fines for infractions of the regulations, amounting to \$4,775. Revenues totaling \$24,975 collected on 4,994,500 kilos (11,011,000 pounds) of salt exported from Cabo Frio to other ports of Brazil are not included in the figures.

The products which yielded the largest internal revenue are classified as follows (estimated, in American currency): Matches, \$1,145,880; spirituous liquors, \$564,885; textiles, \$533,810; salt, \$177,225; preserves, \$57,580.

DUNDEE JUTE AND AMERICAN TRADE.

[Vice Consul E. R. Pottle, Dundee, Scotland, June 24.]

There is beginning to be apparent on the part of the Dundee jute manufacturers and merchants an uneasiness as to the effect of the war restrictions on their trade with the United States. The jute industry is at present practically controlled by the British Government, which demands about 55 per cent of the output for its own needs. The balance is available for the home trade or for export, when the necessary manufacturing permits and export licenses can be obtained, but it is contended that a great deal of difficulty and considerable delay are experienced before the required authorization can be obtained for a shipment to an individual or private firm in the United States; in fact, the majority of these applications have so far been refused.

Prior to the introduction of the export restrictions approximately 75 per cent of the total exports from this district to the United States were jute burlaps or hessians, which were used principally as a foundation for linoleum. This product has now been classed as a "luxury" and the export practically stopped. Many of the large manufacturers export little to the United States except burlaps, and as a result they are forced to keep a considerable number of their looms idle which were used exclusively to weave burlaps (of a greater width than the home trade required) for the American markets.

Manufacturers Fear Trade Will Swing to India.

The Dundee mills are at present running on a 40-hour week against a normal week of 55 hours. This is done to conserve raw material, all of which must be brought from India. The Indian mills, however, being able to get an unlimited supply of raw material, are running on full time, and are consequently able to turn out a proportionally larger amount of the manufactured article. This, of course, means that American or neutral consumers can obtain goods there which are not available in Dundee, and the Dundee manufacturers consequently contend that their American customers are likely to form connections which will ultimately result to Dundee's disadvantage.

The difficulties under which the manufacturers and spinners of Dundee are now laboring have led to representations being made at frequent intervals to the Government authorities in London in an effort to obtain more freedom of action in holding their business with America, which has been established through long years of association and fair dealing. They naturally are anxious to retain their American connections and contend that limited shipments can be made to their old customers without interfering with legitimate war needs if the proper measures are introduced.

RECORD YEAR FOR GLASGOW TRAMWAYS.

[Consul J. N. McCunn, Glasgow, Scotland, June 21.]

An abstract statement of the Glasgow Tramways Department for the year ended May 31, 1918, is remarkable in many features, the most outstanding of which is the surplus to be handed over to the

Common Good, which amounts to \$864,056, compared with \$783,428 in 1917.

The accounts of the department not only show the largest surplus but also the largest revenue and the largest expenditure in the history of the undertaking. The expenditure, it is noted, will be greatly increased during the current year, as the outlay during the year closed only partially reflects the increased costs incurred.

Wages advanced steadily throughout the year, the full effect of which will appear only in the returns of the present year, and the possibility of further increases in wages should also be taken into consideration. The increase in revenue amounted to \$742,238 and that of expenditure to \$1,003,068, and the balance carried to net revenue account dropped \$260,830. On the other hand, in 1917 the major part of reserves was applied to closing off capital indebtedness, which amounted to \$556,619. No sinking fund being required this year accounts for the large amount available for the Common Good. The appropriation for renewal and depreciation is \$246,196 greater than the sum appropriated in 1917.

Comparison of Returns for 1917 and 1918.

Scarcity of materials and labor made it impossible to keep the roadbed and plant at the usual high state of efficiency, and the necessity for a sufficient fund to meet the heavy cost which it is estimated will be required after the war to renew the tramway lines accounts for the large increase in the renewal and depreciation appropriation.

A comparative statement for the years ended May 31, 1917, and 1918, follows:

Items.	Year ended May 31—		Items.	Year ended May 31—	
	1917	1918		1917	1918
Traffic receipts.....	\$6,061,250	\$6,833,101	Balance carried to net revenue account.....	\$2,053,901	\$1,793,071
Sundry receipts.....	71,035	41,472	Interest on investments.....	382,687	41,750
Total revenue.....	6,132,335	6,874,573	Total.....	2,436,588	1,834,821
Traffic expenses.....	1,925,844	2,565,385	Appropriated as follows:		
General expenses.....	670,682	763,788	Rent of Paisley lines.....	41,137	54,106
Maintenance and repairs.....	699,593	875,050	Interest on capital.....	382,704	.....
Power expenses.....	327,180	418,807	Sinking fund.....	556,619	.....
Clydebank bridges.....	4,278	5,504	Income tax.....	315,494	313,437
			Parliamentary expenses.....	472	292
			Renewal and depreciation.....	356,734	602,930
European war.....	3,627,577	4,628,334	Surplus to be handed over to the common good.....	783,428	864,056
	450,857	453,168			
Total expenditure.....	4,078,434	5,081,502			

CONDITIONS IN MIDLAND IRON AND STEEL MARKET.

[Consul E. Haldeman Dennison, Birmingham, England, June 27.]

The conditions in the iron and steel trade, as regards supplies of raw material, have appreciably improved of late. Larger supplies of steel are available for the civil trade, though at present only the holders of primary certificates are able to obtain material. The production of war material is believed to be more than keeping pace with consumption, and manufacturers whose business depends upon supplies of steel and iron are petitioning the Government for permission to utilize some of the surplus for their export trade, with a view to securing new and regaining lost oversea markets. The only obstacle to the granting of such a request appears to be the lack of

tonnage. To some extent the surplus steel is being absorbed by the great acceleration of merchant shipbuilding, but the withdrawal of men for military service has affected the output somewhat. It may be that the present easier condition in the steel trade is but temporary.

Demand for Manufactured Iron.

There is an incessant demand for all the bar iron that the mills can put out, and bar makers are not able to give attention to work outside the higher priority classification. The chain and anchor trade takes a large proportion of the best Staffordshire iron, and this trade remains very active. Gas strip remains an inactive branch, so far as the market is concerned, makers being occupied with old contracts negotiated before the recent Government control took effect, and there is no disposition to do business at the £15 5s. (\$74.20) maximum for the present. Business in puddled bars is conditioned by similar considerations, the price remaining at £11 10s. (\$55.96). Business in sheets continues brisk. Black and corrugated sheets are mostly specified for.

Pig Iron Trade—Wire Rods Under Government Control.

Pig iron is no more plentiful, consumers being satisfied to obtain deliveries as circumstances permit, smelters' difficulties being such that they are not able to bind themselves by the market conditions that ordinarily obtain. The shortage is still most acute in the best foundry grades. Maximum prices apply for all descriptions of pig iron.

The Government has taken under control the production of wire rods and the wire drawn from them. Prices have been fixed that are substantially below those previously ruling on the open market. Producers appear to be adopting the course of canceling old contracts and giving buyers the benefit of the reduction in price.

INDIA'S FOREIGN TRADE FOR JANUARY AND FEBRUARY.

[Consul General James A. Smith, Calcutta.]

The trade returns for January, 1918, when compared with those for January, 1917, show increases in the value of imports, reexports, and exports of Indian merchandise. The value of imports in January, 1918, was \$48,664,999, an increase of \$3,244,333 as compared with the same month in 1917. The total exports, including reexports and the value of wheat, tanned cowhides, and other articles of national importance exported on Government account, amounted to \$74,619,666, but excluding reexports, to \$71,375,333, an increase of \$2,400,803. The reexports amounted to \$3,244,333, an increase of \$1,070,629 as compared with January, 1917.

The trade returns for February, 1918, when compared with those for February, 1917, show increases in the value of imports and reexports, but a decrease in the exports of Indian merchandise. The value of imports in February was \$42,176,333, an increase of \$9,732,999 as compared with February, 1917. The total exports, including reexports and the value of wheat, tanned cowhides, and other articles of national importance exported on Government account, amounted to \$58,397,999, but excluding reexports, to \$55,153,666, a decrease of \$3,244,333. The reexports amounted to \$3,244,333, an increase of \$227,103 as compared with February, 1917.

COMMISSION PROVIDED FOR STANDARDIZING SCREW THREADS.

An act, H. R. 10852, to provide for the appointment of a commission to standardize screw threads was passed by Congress on July 13, 1918, and has received the signature of the President.

The purpose of the commission is to ascertain and establish standards of screw threads for acceptance and adoption in manufacturing plants under control of the War and Navy Departments and, as far as practicable, for screw threads in general use throughout the United States.

Nine commissioners are to be appointed, one of whom shall be the Director of the Bureau of Standards, who will be chairman of the commission; two commissioned officers of the Army, to be appointed by the Secretary of War; two commissioned officers of the Navy, to be appointed by the Secretary of the Navy; and four to be appointed by the Secretary of Commerce, two of whom shall be chosen from nominations made by the American Society of Mechanical Engineers and two from nominations made by the Society of Automotive Engineers. The commission shall cease and terminate at the end of six months from the time of its appointment.

Questions to be Considered.

There are mentioned below several items in connection with screw-thread standardization which will probably be brought before the commission for consideration.

(1) Consideration as to type of thread to be used, such as United States Standard Form, Whitworth Form, or International Thread Form.

(2) Establishment of dimensions and tolerances for United States Standard Threads, A. S. M. E. threads, and also fine-pitch threads which will result in interchangeable screws and nuts of different grades.

(3) The establishment of rules or formulas which will specify such tolerance and dimensions as to insure interchangeability and to provide for different grades of work.

QUANTITY OF WHEAT AND OATS THRASHED IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 14.]

According to official figures there were 4,435,365 bushels of wheat and 3,079,118 bushels of oats thrashed in New Zealand during the last season to May 15, 1918, giving an average yield of 25.11 bushels per acre for wheat and 33.02 bushels of oats per acre. This would indicate that there will be a shortage in the wheat supply.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Elbernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
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PHILADELPHIA: Chamber of Commerce.
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PORTLAND, OREG.: Chamber of Commerce.
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FOREIGN TARIFFS.**BRAZIL.**

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 11.]

Fines for Missing Goods.

Owing to the conditions arising out of the war, shippers have often been required to withhold from shipment goods intended for Brazil, even after they had been invoiced and manifested. In such cases the shipping companies were obliged to pay not only the amount of the duties on the goods but also a fine on account of the discrepancy. Relief from this situation is granted by a circular of April 27, 1918, which permits the shipowners to avoid the penalties provided for by making a declaration of the facts before a Brazilian consulate. This should accompany the manifest or be dated prior to the time of the discovery of the discrepancy by the Brazilian customs officers.

COLOMBIA.

[Diário Oficial, Dec. 6, 1917, and Mar. 14, 1918.]

Customs Procedure and Warehouse Charges.

Imported goods placed in customs warehouses and not withdrawn within specified periods have been made subject to storage charges by a Colombian decree of December 3, 1917. Importers who have paid the duties are to be allowed a reasonable time, not to exceed 15 days, for removing the goods, after which storage will be charged. The other conditions under which such charges will be collected are also specified. The charge for storage was originally fixed at $\frac{1}{4}$ cent per kilo, or \$2.50 per metric ton, for each day above the allotted time during which the goods remained under the customs control, but by a decree of March 11, 1918, this has been reduced to \$0.20 per metric ton per day, payable for the entire period during which the goods remain in storage, under the same conditions as under the former order.

The same decree of March 11, 1918, prescribes the procedure to be followed in making appeals from decisions rendered by the customs officials. Protests should be entered at the time of examination, and are to be passed on by the administrator of the custom house within 48 hours after the appeal has been made.

FRENCH COLONIES.

[Journal Officiel (France), May 7.]

Certificates for Imports of Cotton Seed and Plants.

An order of the Minister of the Colonies dated April 26 provides for the prohibition of the importation into the French colonies of cottonseed, cotton plants, and parts of such plants, whether green or dried, and unginned cotton from Egypt, French East Africa, German East Africa, Nigeria, Sierra Leone, Asia, Brazil, Mexico, and the Hawaiian Islands, and from all countries where the importation of these products is not prohibited. The prohibition applies equally to earth and compost, bags, cases, and packing of all kinds used in the transportation of the above products. All varieties of plants capable of harboring the pink bollworm, including *Hibiscus cannabinus* and *Hibiscus esculentus*, are governed by the regulations in the same manner as the cotton plant.

French colonial governments will require, upon entry of cottonseed, cotton plants, etc., from countries other than those enumerated above, a certificate from the qualified authority in the country of origin that the shipment did not originate in one of the prohibited countries or in a country where the importation of such products is not prohibited. The certificate must also bear the visé of a consular representative of the French Government in the country of origin. Entry and circulation of such cotton products will be permitted only after examination and satisfactory proof of freedom from disease and parasites. Cotton products offered for importation from countries against which the quarantine is enforced as well as shipments not accompanied by the certificate will be confiscated and destroyed.

[The United States quarantine regulations prohibit the entry of all cottonseed from foreign countries (except the vicinity of the Imperial Valley, Lower California, Mexico). United States products would probably be admitted into the French colonies when accompanied by the required certificate.]

MOROCCO.

[Consul General Maxwell Blake, Tangier, April 2.]

Free Admission of Agricultural Machinery.

Agricultural machinery for the French zone of Morocco imported by way of Tangier is now admitted free of duty by virtue of a recent decree. While the regular customs duty of 10 per cent ad valorem is remitted, these articles will continue to pay the special tax of 2½ per cent ad valorem authorized by the Convention of Algéiras. The decree specifies the kinds of machinery entitled to free admission, which includes plows, harrows, seeders, balers, irrigation pumps, and various other common agricultural machines, as well as engines for their operation when imported together with such apparatus.

NICARAGUA.

Consular Invoices Under the New Tariff.

The consul of Nicaragua in New York has issued a circular of instructions as to the form in which goods should be described under the new tariff in effect from March 1, 1918. The former requirements as to indicating values, net and gross weights, and quantities are continued. It is of special importance that the articles be described in sufficient detail to determine their tariff classification. While it is preferable that the terms of the tariff be followed, the usual commercial designations will be accepted, if including all of the required data.

For certain goods special descriptions are required as follows: Empty bottles, capacity of each; crockery and porcelain, statement whether plain and of one color or painted, gilded, or decorated; gold and silver manufactures and jewelry, net weight in hectograms of the articles without any containers; liquid patent or proprietary medicines and flavoring extracts, proportion of alcohol; petroleum products, total number of gallons and quantity in each container; beverages and alcohol, total number of liters and the quantity in each bottle or cask, the number of bottles or casks, and the alcoholic strength of wines and liquors; wire, diameter of the wire in millimeters; wire cloth, number of threads or wires in a square of 9 centimeters to the side, counting both ways; fabrics of cotton, linen,

and other vegetable fibers, length and width in meters to 2 decimal points, weight of 100 square meters in kilos, and the number of threads in a square of 6 millimeters to the side, also whether dyed, printed, or stamped, or containing two or more kinds of materials with proportion of each, or whether embroidered, brocaded, trimmed, mercerized, or with drawn or applique work, and for cotton goods whether plain or figured or twilled; fabrics of wool and silk, length and width in meters to 2 decimal points, weight per square meter, proportion of various materials (if mixed), and whether embroidered, brocaded, trimmed, or with drawn and applique work.

In order to determine the weights per square meter the weight in kilos of the cloth along without boards or wrapping should be divided by the product of the length multiplied by the width, expressed in meters. Toilet articles, perfumery, and cosmetics should be packed in the immediate containers in which they are to be offered for sale, as otherwise they will be subject to a surtax of 100 per cent of the duties.

[An English translation of the new Nicaraguan tariff will be issued in the near future as Tariff Series No. 40.]

PANAMA.

[Diario Oficial, No. 2822, 1918.]

Quarantine Regulations.

Regulations enacted by the Government of Panama January 9, 1918, require cattle and hogs imported into Panama for consumption or breeding purposes to be accompanied by a health certificate from the proper authorities of the country of origin, legalized by the consular officer of Panama. These certificates must show that the animals have been submitted to the tuberculin test and found free from disease. Unless this is furnished the animals will be placed in quarantine and submitted to certain tests at the expense of the importer.

PARAGUAY.

[Diario Oficial, Asuncion, Feb. 11 and 18.]

Change in Export Duties on Hides and Quebracho.

The duty on cattle hides exported from Paraguay has been reduced from 1.50 pesos gold each to 1 peso each by a decree of February 11, 1918. Another decree reduces the export duty on quebracho extract from 10 pesos per metric ton to 5 pesos per ton, in effect from March 1, 1918. The reason for the change is stated to be the low price of the extract in foreign countries.

URUGUAY.

Control of Exports.

Measures taken by the Government to control the sale and exportation of food products and other articles of prime necessity have been reported by Consul William Dawson, of Montevideo. Authority to control exports and to fix domestic prices was conferred upon the executive power by an act of December 19, 1917, which also created a National Subsistence Board for advisory and administrative purposes. Any action that may be taken will cease to have effect, however, three-months after the termination of the present war.

The articles to which the regulations apply include the following: Cereals and leguminous vegetables and meal made therefrom, tubers, fruit, garden vegetables, bread, meat, fresh fish, poultry, eggs, milk, butter, yerba maté, sugar, and oil; and coal, firewood, petroleum, gasoline, agricultural implements, jute bags, building materials, and chemical and pharmaceutical products used in the treatment or prevention of disease. The control over prices extends also to gas and electric current supplied for lighting. Merchandise in transit or awaiting transshipment at Montevideo is exempt from the provisions.

Measures Adopted.

One of the first acts performed under the law was to raise the embargo on the exportation of wheat and flour, imposed by the laws of November 13, 1916, and June 14, 1917. Another order, issued February 8, 1918, fixed the maximum prices for grain bags and prohibited the exportation of burlap and bags, except those in transit. By another order of the same date a prohibition was placed on the exportation of leguminous vegetables and meal made therefrom, tubers, fruits, garden vegetables, poultry, butter, eggs, and preserved foods requiring eggs in their preparation.

CORN AND COTTON SHOW IN BRAZIL

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 29.]

The National Society of Agriculture has just announced that in connection with the corn show to be held in Rio de Janeiro from August 13 to 19, 1918, there will also be an exposition of cotton and other fibers. This new part of the exposition was suggested by T. R. Day, chief of the industrial department of the Leopoldina Railway (British). Mr. Day, who is an American, is taking an active interest in the agricultural development of Brazil and has done much to promote cotton growing and other agricultural pursuits. First and second prizes will be awarded for the following classes of exhibits:

I—best general exhibit representing four or more varieties; II—(a) best bale of long-staple cotton weighing 150 kilos (330 pounds) or over, and (b) best bale of short-staple cotton, or medium staple, weighing 150 or more kilos; III—(a) best general exhibit of two or more varieties of medium or short staple cotton consisting of samples of stalks, bolls, seed cotton, clean fiber, and seed, and (b) for best similar exhibit of long-staple cotton; IV—best exhibit of any one variety of cotton; V—best stalk of cotton of any established commercial variety; VI—best collection of 100 bolls of any long-staple variety; VII—best general exhibit of new varieties of hybrids, representing three or more varieties; VIII—best general exhibit of fabrics manufactured from cotton grown in Brazil; IX—best general exhibit of oils and other products from seed of cotton grown in Brazil; X—best exhibit of fibers other than cotton, clean and crude; XI—best general exhibit of products manufactured from fibers other than cotton, all grown in Brazil.

It is necessary that all the products offered for premiums shall have been grown or manufactured in Brazil. The judging committee will consist of one member of the National Society of Agriculture, one cotton manufacturer, one cotton merchant, one cotton expert, and one cotton farmer.

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1918

CONTENTS.

	Page.		Page.
Denouncements for Mexican mining claims	273	Revocation of Canadian blanket license postponed	278
Restrictions on imports into Trinidad	273	Expansion of Leeds' municipal power plant	278
Exports of dairy products from New Zealand	273	Italy fixes maximum prices for super-phosphates	279
American electric goods replace German in Chile	274	Statistics recently compiled by Bureau	279
Japanese trade with Argentina	274	American-made dyes in foreign markets	279
Analysis of Burmese monazite sands	274	Spanish-American Wool Association	287
Changes in export conservation list	275	Proposals for Government supplies and construction	287
New Canadian cutlery material	275	Offices of the Bureau of Foreign and Domestic Commerce	287
Norwegian yeast factories combine	275	Foreign trade opportunities	288
Fresh meat in store in New Zealand	275		
Favorable outlook for Italian silkworm industry	276		
Condition of the Canadian fruit crops	276		

DENOUNCEMENTS FOR MEXICAN MINING CLAIMS.

[Ambassador Henry P. Fletcher, Mexico City, July 13.]

Press to-day published a circular of the Department of Industry, Commerce, and Labor permitting foreigners to present denouncements for mining claims without prior presentation of citizenship certificate called for in paragraph 1 of Article 27 of the Constitution, but this certificate must be presented before completion of denouncement proceedings. Claims previously denounced by foreigners will be accepted and foreigners will be allowed until August 31 next to present certificates referred to.

RESTRICTIONS ON IMPORTS INTO TRINIDAD.

[Consul H. D. Baker, Trinidad, British West Indies, June 28.]

The Governor of Trinidad has issued a proclamation prohibiting from August 1, 1918, the importation into Trinidad and Tobago of the following goods: Arms and ammunitions of all kinds; bags (traveling), trunks, and valises; baskets, all kinds; carriages, carts, and wagons, including bicycles and tricycles, motor cars, and motor vehicles; chinaware or porcelain, earthenware and pottery; clocks and watches; furniture, all kinds; glass and glassware; jewelry; musical instruments, including phonographs; perfumery, including perfumed spirits; plate and plated ware; toys and games of all kinds.

These restrictions are intended to save space in ocean shipping for more necessary articles of trade. Other British West India Islands will probably make similar prohibitions.

EXPORTS OF DAIRY PRODUCTS FROM NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 14.]

The exports of dairy products from New Zealand for the year ended March 31, 1918, were valued at \$33,917,086. There were 42 steamers loaded with dairy products for the year ended April 30, 1918, as compared with 53 steamers for the year ended April 30, 1917. The cold-storage plants are now well filled with butter and cheese.

AMERICAN ELECTRIC GOODS REPLACE GERMAN IN CHILE.

Of all the countries on the west coast of South America, Chile offers the best opportunity for the immediate sale of electrical goods, and the prospects for the future are bright. Germany dominated the market before the war, but according to a report just issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce, American goods have recently made big gains. German goods had entered the market in the wake of German capital.

Chile is a country where the natural resources and the will of the people make for progressive development along industrial and manufacturing lines, which means a steadily growing demand for power. Special Agent Philip S. Smith, author of the Government's report, asserts that this should and will be furnished by harnessing the many waterfalls of the Cordillera of the Andes to electric generators and sending the current to all parts of the central section of the Republic.

One of the things that should not be overlooked in contemplating Chile as a future commercial field is the opportunity of uniting a safe investment with a profitable business. If advantage is taken of this situation, the relations already existing between the two countries can be strengthened to their mutual profit.

The report analyzes every phase of the electrical-goods business in both Chile and Bolivia, and is designed to assist American firms in their efforts to build up and maintain business with the two countries. Under the title "Electrical Goods in Bolivia and Chile," Special Agents' Series No. 167, it is sold at the nominal price of 20 cents by the Superintendent of Documents, Washington, D. C., and by all the district and cooperative offices of the Bureau of Foreign and Domestic Commerce.

JAPANESE TRADE WITH ARGENTINA.

[Commercial Attaché Robert S. Barrett, Buenos Aires.]

In an article in *COMMERCE REPORTS* for June 24, relative to the opening of a Japanese bank at Buenos Aires, figures were given as to the extent of the Japanese-Argentine trade during the last five years. These figures were based on the arbitrary valuations given by the statistical division of the Argentine Government, which has now supplied the actual values of the trade between Argentina and Japan. The revised figures show that the imports from Japan were as follows (in gold pesos of \$0.965): 1913, 1,021,918 pesos; 1914, 577,693 pesos; 1915, 1,100,620 pesos; 1916, 1,991,015 pesos; 1917, 3,319,255 pesos. The exports to Japan were valued in 1913 at 18,838 pesos and in 1917 at 2,110,596 pesos.

Analysis of Burmese Monazite Sands.

The Geological Survey of India reports that an analysis made of the monazite sands of Mergui and Tavoy, in Tenasserim, Lower Burma, taken from 28 locations, shows but 0.18 per cent of thorium in the heavy concentrates studied by it, which is equivalent to 0.00216 pound of ThO₂ per cubic yard of the ground sampled, and adds: "Such a minute fraction is of course of no practical utility."

"Thrive by Thrift, Buy War Saving Stamps."

CHANGES IN EXPORT CONSERVATION LIST.

The War Trade Board announces (in a new ruling, W.T.B.R. 173) the addition of the following commodities to the Export Conservation List, effective July 22, 1918:

Dried peaches, X-1.

Dried prunes, X-1.

Silverware containing no tin. (Individual licenses not required to Canada and Newfoundland.)

The modification to the Export Conservation List, as shown below, has been adopted, also effective July 22, 1918. Item listed in column 1 includes the new modification and should be substituted for the corresponding item in column 2:

Column 1.

(Effective July 22, 1918.)

Silver, manufactured, and articles containing silver. (Individual licenses not required to Canada and Newfoundland if no tin contained.)

Column 2.

(Export Conservation List July 16, 1918.)

Silver, manufactured, and articles containing silver.

NEW CANADIAN CUTLERY MATERIAL.

[Consul Felix S. S. Johnson, Kingston, Ontario, June 25.]

Prof. W. L. Goodwin of Queens University, Kingston, has made known the development of the new material "Festal" from iron, chromium, and cobalt. Prof. Goodwin states that chemists, after considerable research work, have succeeded in effecting the combination of these materials into a metal very easy to work and suitable for the manufacture of the finest forms of cutlery. The substance has been named "Festal" and is shortly to be on the market in commercial quantities.

Prof. Goodwin is the chairman of the Canadian section, Society of Chemical Industry, which organization, in conjunction with Canadian chemists and chemical engineers, is working toward getting a higher degree of extraction of useful substances from ores and finding new uses for waste products. Canadian chemists, working in Canada, were responsible for the discovery of "Festal," which is peculiarly a Canadian product.

Norwegian Yeast Factories Combine.

A new company with a capital stock of 2,500,000 crowns (\$670,000) has been formed in Christiania, being a combination of eight yeast factories. The name of the company will be "De norske gjaer og spritfabriker A/S".

FRESH MEAT IN STORE IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 14.]

According to a recent statement there are in store in New Zealand 4,000,000 carcasses of fresh meat, and it is probable that by the end of July there will be 2,000,000 more, with no hopes of lessening this supply short of the latter part of August or September. Against this the British Government has advanced \$14,600,000.

FAVORABLE OUTLOOK FOR ITALIAN SILKWORM INDUSTRY.

[Consul Joseph Emerson Haven, Turin, May 29.]

The silkworm season began with a most uncertain outlook as to future prices obtainable for cocoons. The outlook has now changed, and it is believed that the future holds much of promise. The Italian silk market was seriously shaken by the prohibition of silk exports. The subsequent decision by the Government permitting silk to be exported to the Allied countries and, within certain limits, to Switzerland, the high rate of foreign exchange, the active New York market, and the certainty of large French orders are good and valid reasons for the present firm market.

According to a Government bulletin, first-quality Italian silk in the gray was quoted at 162 lire per kilo (\$8.16 per pound at present exchange of 9 lire to the dollar) toward the middle of May in Milan. Some contracts for new cocoons were made in Lombardy at 140-145 lire per myriagram (\$0.71 to \$0.73 per pound); in the Province of Cuneo (Turin consular district) sales were even made at prices exceeding 150 lire per myriagram (\$0.75 per pound), which would seem incredible were the general high cost of all material not so manifest.

It should be recorded that these high prices are in no way due to a small yield, for, notwithstanding the great scarcity of labor, the number of worms placed under incubation has been large, and in some sections of Piedmont and Lombardy the number at present exceeds the number cultivated last year. Further, the excellent and advanced condition of the mulberry leaves and the good weather experienced point to a most favorable and productive season.

CONDITION OF THE CANADIAN FRUIT CROPS.

A report issued by the Canadian Department of Agriculture gives the condition of the fruit crops in the Dominion to the date of the publication of the report, June 27. It says: "In Nova Scotia the weather during the blossom period, which was almost three weeks earlier than usual, was cool and not generally favorable for pollination. This may account to some extent for the falling off in prospects in that district. It has doubtless, however, also helped to keep apple scab from serious development. During the past week or 10 days there has been plenty of rain and weather conditions are now much more favorable in the Annapolis Valley than they were in May. In Ontario and Quebec the past month has been cold, with considerable rainfall. This has delayed the ripening of small fruits and in some cases has caused slight injury. There have been no frosts sufficiently severe to seriously affect any of the tree fruits, though generally the temperature has been below the average for this time of the year and low enough to prevent rapid growth. In British Columbia the month of June has been unusually warm and dry. There has been a more than usually heavy June drop, probably the result of the severe frost on May 24." The report continues:

Apples.—General conditions have changed very slightly since our June report, which was prepared just after the blossoming period. It is reasonable to expect a slight falling off in prospects since that time, and this is now apparent in certain districts. Reports from Nova Scotia are not optimistic; it is doubtful if the yield will reach 400,000 barrels. The total production in 1917, including

fruit used by evaporators and canning factories, was about 700,000 barrels, or 75 per cent greater than the estimated crop for 1918. It is to be noted, however, that there is an almost complete absence of apple scab and that the fruit is of a remarkably fine quality. In Ontario the best prospects are in Prince Edward County, Georgian Bay, and in the western counties. In these districts the yield, while considerably below average, will be much greater than last year. Early varieties generally give better promise than later ones. Spys and Baldwins are very light in all districts. In eastern Ontario and Quebec the latest reports strongly emphasize the severe winter injury, which has wrought havoc in young orchards and seriously affected most of the old Fameuse orchards, of which these districts have long been proud. The injury is doubtless more severe than is generally supposed by those outside of the affected areas. In British Columbia no changes have taken place. The crop is still expected to about equal that of a year ago, and would doubtless have been a very heavy one but for the frost injury of May 24.

Cherries.—In spite of an abundant bloom the Niagara cherry crop is not heavy. Sour varieties are from 50 to 60 per cent of a normal crop, with sweet varieties about 25 per cent. The latter are very variable, some orchards having quite a good crop, while in others there is very little fruit. The fruit also set poorly in the Burlington-Oakville district, and 35 per cent of a normal crop is the best that can be expected here. In most of the other districts of Ontario and in Quebec the crop is practically a failure. In British Columbia there is a good average crop, although there was some frost injury and heavy dropping.

Pears.—The Niagara pear crop will be about 40 to 50 per cent of normal, with Keiffer and Bartlett showing best. Clargeau is a fair crop. Most of the other varieties are light. At Burlington there has been severe winter-killing and the crop is very light. In other parts of Ontario, as well as in Quebec and eastern Canada, the crop is a failure. There is quite a heavy crop in British Columbia, where the injury by frost has not been as serious as first reports indicated. Some trees were affected, but in the majority of orchards the crop is full, and will give an increase over last year.

Peaches.—The Niagara peach crop is not likely to greatly exceed 40 per cent of normal, which is about what was predicted a month ago. The decrease is due to very severe winter injury. Early varieties give the best promise, though Elbertas are also fair. Smocks have dropped very heavily in some districts and are generally light. The crop is practically a complete failure in other parts of Ontario. In British Columbia the yield is not likely to exceed 60 per cent of normal; the losses due to the May frost are about 25 per cent.

Grapes.—Grape vines are looking remarkably well in Niagara Peninsula. The crop is expected to be from 75 to 100 per cent of normal.

Plums.—In British Columbia the plum crop was reduced at least 25 per cent by frost; on trees not affected there will be a full crop. Reine Claude, Bradshaw, and Guell give the best promise. Japanese varieties are generally light. There has been some injury from curculio and rot in unsprayed orchards. The crop throughout Niagara is variable and it is difficult to give an accurate estimate; the total yield, however, will approximate 65 per cent of normal. The crop is very light in the Burlington district. In Western Ontario there is practically no crop; the set was light and the fruit has fallen heavily. In Quebec about 50 per cent of the trees, except the Americana varieties, have been winter-killed.

Small fruits.—The supply of Ontario strawberries is quite light; the acreage in Niagara is comparatively small and even a good yield will not give the markets an adequate supply. There was considerable winter-killing between Toronto and Hamilton and the crop was reduced to about 50 per cent of normal. Shipping is now in full swing. Raspberries are between 65 and 75 per cent of a full crop in Niagara, with some winter-killing reported. Blackberries are very light. In Quebec some damage was done to strawberries and raspberries by frost on June 18 and 19. Shipping commenced this week and the crop is fair. British Columbia reports only a fair crop of strawberries on the lower mainland, and a 75 per cent crop of raspberries. Raspberries are a good crop in all districts except the West Kootenays, where the canes have apparently been injured by frost. There is a fair crop in New Brunswick, where shipping commenced during the last week of June. The crop on Prince Edward Island is light to medium.

REVOCATION OF CANADIAN BLANKET LICENSE POSTPONED.

The revocation of the general import license covering the importation of commodities from Canada and Newfoundland as to shipments of articles on the list of restricted imports, which by a ruling of the War Trade Board (W. T. B. R. 161), published July 8, was to have been effective from July 20, 1918, has been postponed until August 15, 1918.

EXPANSION OF LEEDS' MUNICIPAL POWER PLANT.

[Consul Percival Gassett, Leeds, England, June 21.]

In its municipal electricity undertaking Leeds has made tremendous strides in recent years. If the electricity supply of England comes under national control—as has been recently recommended by the Electric Power Supply Committee of the Board of Trade [see *COMMERCE REPORTS* for Feb. 11, 1918]—it is certain that the Leeds electricity works in Whitehall Road will be one of the most important bases of supply in the West Riding of Yorkshire.

Notwithstanding the limitations imposed by the war, extensions have been going on in connection with the Leeds works during the last three or four years. These have now almost reached completion, and toward the end of next month there is to be a formal opening of extensions which have cost nearly \$1,250,000. Another \$580,000 will be spent in providing more generating machinery and on extensions to the boiler house and circulating pump house. When that is done, Leeds will have an electricity-generating works representing a capital of \$8,716,000.

The corporation expects to derive \$1,484,000 from sales this year. Of this revenue, however, little will remain as profit the charge for current being kept as nearly as possible on a level with the cost of production. The present average price for electricity supplied in Leeds is \$0.022 per unit—an increase of about 20 per cent upon the prewar charge, but still substantially below the average charges of other municipalities.

Growth During Past Two Decades.

Appended is a tabulated statement which gives interesting comparisons showing the growth of the undertaking in the last 18 years:

Fiscal year.	Capital.	Consum- era.	Units sold.	Revenue from sales.	Price per unit.
1900.....	\$1,496,555	1,393	2,005,840	\$176,264	\$0.081
1905.....	4,073,459	4,997	7,030,681	410,810	.056
1910.....	4,067,814	7,153	12,421,164	489,177	.058
1915.....	6,559,749	14,121	43,145,978	825,005	.018
1918.....	8,131,872	15,950	62,771,883	1,329,833	.020
1919.....				\$1,484,290	.022

^a Estimated.

The extensions at the works which are shortly to be opened provide a big part of the ultimate scheme, which is intended to enable the Whitehall Road works to meet a demand for 60,000 horsepower. The extensions have taken nearly four years to complete, owing to the shortage of labor and the difficulty of obtaining materials, and all the while the demands for electricity for power purposes in connection with the manufacture of munitions have become more and more insistent. Since the war began, the amount of electricity supplied for power purposes in Leeds has nearly doubled.

ITALY FIXES MAXIMUM PRICES FOR SUPERPHOSPHATES.

[Consul General David F. Willber, Genoa, June 8.]

By a decree published in the *Gazzetta Ufficiale* of May 29, Italy fixed the maximum sale prices of superphosphates to farmers. The price is per unit of phosphoric anhydride soluble in citrate of ammonia in sacks of 100 kilos (220.46 pounds), good canvas, f. o. b. port, as follows: At the ports of Genoa, Spezia, Leghorn, Civitavecchia, Portici (Granatello), Milazzo, Porto Empedocle, and Taranto, 1.55 lire per unit [at normal exchange the Italian lira is worth 19.3 cents American gold]; Barletta and Ancona, 1.56 lire; Ravenna, 1.57 lire; Venice, 1.58 lire.

For goods consigned in bulk or in sacks belonging to the purchaser and sacked by him the above maximum prices shall be diminished by 23 centesimi per unit and shall accordingly be 1.32 lire, 1.33 lire, 1.34 lire, and 1.35 lire, respectively. For goods consigned in sacks of 50 kilos (110.23 pounds) the base prices may be increased by not more than 14 centesimi per unit.

Statistics Recently Compiled by Bureau.

A statistical statement has recently been prepared by the Division of Research of the Bureau of Foreign and Domestic Commerce on imports of lamps and lampware and of electrical machinery and material and allied equipment into the Union of South Africa, Southern Rhodesia, and Northern Rhodesia, by countries, for the years 1913-1917.

AMERICAN-MADE DYES IN FOREIGN MARKETS.**CHINA.**

[Vice Consul Andrew J. Brewer, Amoy, Apr. 19.]

In the Amoy consular district, as in practically every other part of China, the demand for dyes is satisfied mainly by domestic products, particularly by indigo. There is, however, an importation of dyestuffs to supplement those produced at home. In former years these came almost entirely from Hongkong, which received them direct from Europe for distribution among the outports of South China. Even now approximately 60 per cent of the dyes imported into Amoy are reexports from Hongkong, the other 40 per cent being of Japanese derivation. The European war, with its compulsory suspension from the market of German aniline dyes and the withdrawal of the large supplies which were formerly obtained from Belgium, seems now to have given American dye manufacturers their chance, in spite of the fact that at the present time there are no dyestuffs whatever of American manufacture imported into Amoy.

Introducing American Dyes in Amoy—Imports.

The situation in Amoy, however, is peculiar. The imports of dyestuffs are not large enough to justify an American firm's keeping a foreign agent on the ground, and yet it is quite certain that the development of a local market is hampered by the absence of such an agent. Three of the larger dye importers in Amoy [whose names may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No.

102106] at the present time control all the wholesale business, distributing to the small shopkeepers, but to trade with them it would be necessary to correspond with them in the Chinese language or to have them visited at intervals by a foreign representative with an interpreter. The most feasible way of introducing American dyestuffs into Amoy appears to be to establish an agency at Shanghai or Hongkong under foreign management, giving this agency all South China to be worked under its supervision. Only in this way can the difficulties of correspondence in Chinese and of the language in general be overcome.

The following figures show the value of imports of dyestuffs into Amoy during the past two years:

Dyes and dyestuffs.	1916	1917	Dyes and dyestuffs.	1916	1917
Aniline.....		\$6,318	Vermillion.....	\$266	\$2,136
Bark, mangrove.....	\$3,180	10,447	All other.....	5,356	6,078
Cinnabar.....	1,204	1,547			
Sapanwood.....	4,579	3,512	Total.....	19,574	30,028

COLOMBIA.

[Consul Claude E. Guyant, Barranquilla, Mar. 14.]

Although there are several cotton mills in Colombia making a fair variety of the cheaper and coarser grades of cotton cloth, no dyeing has been done in any of the textile factories until recently. Yarn used has been imported, principally from England, in the different colors desired, but a few months ago a Barranquilla factory (Fabrica de Tejidos Obregon), the largest textile mill in Colombia, installed dyeing and spinning machinery and has commenced to dye Colombian cotton. So far it has used only sulphur black, but it is understood that later on the dyeing plant will be enlarged and other dyes used. The dyes of this firm are all purchased in the United States. It is not probable that any other mill in Colombia will go into this business.

ENGLAND.

[Consul Percival Gassett, Leeds, Apr. 24.]

The distillation of both gas and coke oven tar is an important industry of Leeds. Benzole, carbolic acid, creosote oil, anthracene, and pitch, in which a large trade has been done with the Continent, are produced.

During the last quarter of a century considerable changes have taken place in the application of dyeing materials in the production of textile fabrics and leather. The use of natural dyestuffs in the form of extracts has developed largely, replacing in a great measure the dye material in its natural form. It is the custom to buy and sell extracts on guaranteed analysis of tanning contents and also to declare the shade of color by colorimeter test.

The principal dyewood and tanning extracts manufactured in the Leeds district are myrabolam, sumac, valonia, logwood, fustic, barwood, hematite crystals and paste, orchil extract, and indigo extract. Chrome tanning liquor, together with the necessary dyes, dressings, and finishes, is also manufactured for the production of leather suitable for boot manufacture.

Artificial Dyestuffs in General Use.

Natural dyes have within recent years been largely superseded by synthetic dyestuffs, formerly supplied principally by Germany. However, logwood, fustic, and catechu are still employed to a certain extent. The war has given a tremendous impulse to the manufacture of artificial dyestuffs, and in the Leeds district various firms have started their manufacture, although as yet on a comparatively small scale. The number of artificial colors manufactured in Great Britain before the war was probably less than 100, and the number now being prepared here is about 250, the object of the manufacturer at present being to supply his customers with the dyes most in demand.

The great difficulty the British manufacturers faced at the beginning of the war was the lack of trained chemists who could assist in the making of these colors; although every effort has been made to overcome this difficulty, progress has been slow, owing to the requirements of the military authorities.

The University of Leeds, in conjunction with the Universities of Oxford and Liverpool, has devoted one of its main laboratories, under the charge of Prof. Arthur G. Perkin, son of the founder of the artificial-color industry and the discoverer of mauve, to work on color manufacture, and is assisting the color makers in the Leeds district in every way possible. This university, which has probably the best-equipped department for the study of color chemistry and dyeing in Great Britain and the equal of any on the Continent, has always devoted a portion of its curriculum to the study of artificial dyestuffs, and now, being fully alive to the necessities of the situation, is making extensive preparations to cope with the difficulty in the future, not only by enlarging its dyeing and color laboratories, but, also, by offering greater facilities to the young men of the Leeds district for undertaking such a course of training.

[Lists of the artificial-dye manufacturers, drysalters or middlemen, and dealers in the Leeds district may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 100573.]

[Consul Horace Lee Washington, Liverpool, Mar. 28.]

American Dyes Used in Liverpool District.

Effort is being made by English manufacturers of dyes to meet the present abnormal demand occasioned by the usual sources of supply being no longer available, but it is not practical at this time to forecast the result of these efforts in the production of all the shades of color required. Two firms in Liverpool interested in the subject state that large quantities of dyes are imported into this country from the United States. One of these firms says that it is ready at all times to purchase from any reliable firm in the United States who can offer the best value. This firm manufactured vegetable dyes in this country for many years, but on account of the impossibility of producing logwood and fustic extract here in competition with manufacturers in the West Indies and in the United States, they and the other dyewood-extract manufacturers in the United Kingdom have ceased to produce these dyestuffs.

[The names of the Liverpool firms mentioned in this report can be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 99552.]

INDIA.

[Consul Stuart K. Lupton, Bombay, Mar. 14.]

Imports of dyes into the Bombay Presidency from Italy and Switzerland have declined to a very large extent since the war, and the supply from Germany and Belgium has practically ceased. These countries were formerly the principal sources of supply for aniline dyes, while Germany and the United Kingdom furnished most of the alizarine dyes imported into Bombay. The United Kingdom has continued to supply alizarine dyes, practically controlling the trade in 1917, and has steadily increased its shipments of aniline dyes. Imports from the United States began in 1916 with 2,086 pounds of aniline dyes, valued at 7,927 rupees (\$2,572), and in 1917 amounted to 370,869 pounds, valued at 3,865,068 rupees (\$1,253,956).

Prices have risen steadily, as may be seen by comparing the total imports of aniline and alizarine dyes in 1917, which amounted to only 886,912 pounds, valued at 5,667,693 rupees (\$1,838,792), with those for 1914, which were 11,885,515 pounds, valued at 7,628,764 rupees (\$2,475,022).

Below is shown the share of the principal countries in the dye trade of Bombay during the past four years (values are given in rupees of \$0.3244) :

Dyes, and countries of origin.	1914		1915		1916		1917	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
ALIZARINE.								
British Empire:	<i>Pounds.</i>	<i>Rupees.</i>	<i>Pounds.</i>	<i>Rupees.</i>	<i>Pounds.</i>	<i>Rupees.</i>	<i>Pounds.</i>	<i>Rupees.</i>
United Kingdom.....	778,081	266,524	688,712	239,305	93,510	75,764	274,216	786,089
Other countries.....	54	60	1,344	480	.....	.....	.....	.....
Foreign countries:								
Germany.....	3,633,734	1,489,440	1,926,513	752,492	16,800	26,955	.....	.....
Netherlands.....	40,071	14,307	69,319	23,041	.....	.....	.....	.....
Belgium.....	27,095	9,593	7,811	4,177	7,439	3,225	.....	.....
Japan.....	.....	.....	.....	.....	.....	.....	42	65
Total.....	4,479,038	1,779,933	2,693,699	1,019,495	122,749	105,944	274,258	786,154
ANILINE.								
British Empire:								
United Kingdom.....	17,917	17,448	78,179	102,299	167,402	481,677	168,918	750,122
Aden and dependencies.....	.....	.....	23,265	18,943	3,720	12,002	6,415	12,105
Bahrain Islands.....	.....	.....	224	182	1,135	4,385	210	1,363
Straits Settlements.....	.....	.....	.....	.....	3,411	27,810	500	1,310
Zanzibar and Pemba.....	56	40	2,650	3,897	2,505	14,552	485	3,863
East African Protectorate.....	.....	.....	.....	.....	2,706	13,210	417	3,297
Other countries.....	28	20	.....	.....	183	612	.....	.....
Foreign countries:								
Germany.....	6,417,977	5,208,664	2,411,257	1,817,308	87,819	216,279	.....	.....
Netherlands.....	10,660	4,065	11,400	5,902	30,348	15,075	.....	.....
Belgium.....	115,614	82,699	66,876	51,117	2,658	1,741	.....	.....
France.....	672	605	.....	.....	1,768	5,899	450	2,800
Switzerland.....	691,561	439,375	388,282	254,284	141,624	314,351	40,928	178,797
Italy.....	121,576	74,575	233,614	147,625	14,368	14,715	980	3,626
Austria-Hungary.....	27,416	21,340	16,717	12,906	.....	.....	.....	.....
Turkey, Asiatic.....	.....	.....	.....	.....	4,053	26,319	784	4,707
Makassar Territory.....	.....	.....	.....	.....	205	1,175	.....	.....
Other Native States in Arabia.....	.....	.....	.....	.....	2,963	9,835	7	28
Japan.....	.....	.....	.....	.....	.....	.....	21,096	51,427
Portuguese East Africa.....	.....	.....	.....	.....	.....	.....	453	2,550
United States.....	.....	.....	.....	.....	2,036	7,927	370,869	3,865,068
Other countries.....	.....	.....	.....	.....	103	440	111	477
Total.....	7,436,477	3,848,821	3,232,664	2,414,663	468,587	1,168,004	612,654	4,881,639

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Mar. 26.]

There is a growing demand for American dyes in New Zealand and a readiness on the part of the manufacturers to examine and test samples sent by American firms, and to order from these samples if the product measures up to the standards required here.

Although there is not much done in manufacturing or dyeing here, except in the woolen mills and in a small way in the principal centers, in the aggregate the imports are considerable each year. For 1916 the imports of dyes were valued at \$202,724, of which the United Kingdom supplied \$168,760 worth and the United States \$7,022 worth. These dyes enter free of duty from all countries, with the exception of a 1 per cent war tax, which is collected on all imports.

[A list of dyers and woolen manufacturers in New Zealand may be obtained from the Bureau of Foreign and Domestic Commerce or its district and co-operative offices. Refer to file No. 100310.]

PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, May 6.]

American-made dyes are in demand in Portugal, and considerable quantities have been imported from the United States to supply the existing market. The country has no extensive manufacturing interests in comparison with its other industries, and the annual imports of dyes are valued at approximately \$500,000. In 1914, the latest year for which complete statistics are available, Germany supplied about one-half of the entire demand. Owing to large stocks and also to the dyes landed from one of the German steamships taken over by the Portuguese Government, the factories were able to secure their normal supply for some time after the war began, but during recent months dyes have been imported from Switzerland, the United States, Spain, France, and England, ranking in importance in the order named.

Opportunity for American Exports to Enter Market.

It should be understood by American manufacturers that the present opportunity for entering and holding this market is an exceptionally favorable one. Cotton, woolen, silk, and leather factories are eager to secure proper dyes. Just now their business is prospering to an unusual degree, and they are willing to meet the requirements of the manufacturer in order to secure an adequate supply of dyes.

The Portuguese importer faces almost prohibitive freights, unexpected delays in shipments, extremely high insurance, higher exchange rates, etc. Dyes cost in Lisbon 15 to 20 times what they did under normal conditions. The business is in the hands of commission importers who meet the requirements of the American sellers and then supply the factories on 30 days' or more credit.

Dye Trade at Oporto.

Oporto, the metropolis of northern Portugal, is the chief market for aniline dyes in this country. The American consular agent at that port reports that the demand is principally for sulphurous dyes, with direct dyes and basic dyes next in importance. He further states: "At present, owing to the great scarcity of aniline dyes,

natural coloring woods like campeachy and quercitron are being used extensively. Aniline dyes are still obtainable from Spain, Switzerland, England, and the United States. Formerly the business here was in the hands of Germans, but Portuguese firms have taken over the importation. One concern has imported American dyes to a certain extent, but complaint is made of the irregularity in quality. Samples are of no value under irrevocable banking credits, and results may be verified only by actual use of the dyes. An expert has suggested Government control of manufacture of dyes, with accompanying certificate of density or concentration."

SPAIN.

[Consul General Carl Bailey Hurst, Barcelona, May 4.]

Spain is at present a favorable market for American dyes. The importations of dyes from England and France are not made with the same facility and frequency as heretofore. Aniline dyes that were formerly imported from Germany are not found here now, although aniline dyes of Swiss origin are advertised and orders solicited. As is known, the majority of dyes derived from coal tar came from Germany, and Spanish statistics for 1917 give the second place to Switzerland. The United States occupies the third place among countries that exported to Spain in 1916, with dyes valued at \$24,077. Three-fourths of the indigo imported likewise came from Germany. The vegetable dyes, as specified in the Spanish statistics for 1916, were imported into Spain in the following quantities: From Argentina, \$368,790; France, \$87,210; Great Britain, \$72,390; United States, \$119,320; and all other countries, \$47,690; making a total of \$695,400.

Spanish Imports and Exports of Dyes.

The following table shows the Spanish imports and exports of dyes and colors of various classes for the past three years:

Dyes and colors.	1915		1916		1917	
	Metric tons.	Value.	Metric tons.	Value.	Metric tons.	Value.
IMPORTS.						
Coal-tar products.....	224	\$229,967	201	\$206,924	338	\$347,398
Oil and chlorhydrate of aniline.....	125	23,379	398	74,243	808	150,512
Ochers and earths for paint:						
Unground.....	285	8,050	33	690	108	2,278
Ground.....	1,096	29,171	847	22,555	384	10,237
Indigo and cochineal dyestuffs.....	185	286,324	228	339,837	244	376,918
Vegetable dyeing extracts.....	5,851	1,197,387	3,388	695,290	4,090	839,334
Mineral colors:						
Powder or lump.....	1,516	187,279	1,081	133,540	909	112,302
Prepared with oil.....	757	234,534	855	264,989	686	212,584
Inks:						
Writing.....	74	21,185	73	21,080	85	24,407
Printing.....	416	106,699	331	82,560	218	55,948
EXPORTS.						
Colors (powder or lump).....	908	51,778	1,428	81,413	2,624	149,637
Prepared colors and inks.....	531	131,348	1,083	267,676	291	71,938

The greater part of mineral dyes in powder or in lumps, ground in water or oil, came principally from France and Great Britain.

The participation of the United States along this line has been very slight.

Limited Production of Dyes in Spain.

There seems to be an especial opportunity for American dye manufacturers to send their products to the Spanish market, not only to replace imports formerly supplied by Germany, but also to help out the insufficient production of dyes made in Spain. The Spanish manufacture of dyes is hampered by the lack of certain raw materials. On account of the lessened imports of petroleum, dye factories have not been able to get sufficient supplies of benzol, and there is also decided lack of coal tar. The Spanish press has devoted considerable space to discussion of the lessened production of lampblack used for printing inks.

In the consular district of Barcelona is centered the cotton spinning and weaving industry of Spain, and the dyeing establishments in connection therewith occupy an important place. There are in the country about 80 dye works, and there is, furthermore, an important business done in dyes for leather and paper. Public attention has been called to the scarcity of dye factories in Spain, and very recently in a lecture given at the Academy of Sciences of Barcelona on the subject of coal-tar dyes the lecturer dealt upon the importance of extending the manufacture of aniline dyes in Spain in union with German firms and with the privilege of using their patents. There is no doubt that the Spanish market is capable of absorbing a large quantity of American dyes and colors if transportation facilities are available and prices could be made acceptable. The quotations for dyes in Spain have been in the past largely governed by those of foreign markets, especially of Paris.

[A list of firms in Barcelona who use wholesale quantities of dyes and colors may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 102567.]

SWITZERLAND.

[Vice Consul Frank Bohr, Zurich, Apr. 22.]

Swiss dyestuff consumers have always been greatly interested in dyestuffs of high concentration, excellent quality, and reasonable price. The origin of the article in general does not matter if the quality fulfills the requirements in every respect. Preference is always given to the cheaper product, provided the quality is equally good and renders the same services, but if it should be still superior or offer other advantages, the prospects of a successful competition will greatly increase. Therefore, if American dyestuff manufacturers are able to supply Swiss dyers with first-class dyes, the quality of which is in no way inferior to that of competing dyes, and if they can place these on the market at prices that will correspond with the Swiss prices, business conditions seem to indicate that there would be a possibility of creating a permanent demand for and a consumption of American dyestuffs in Switzerland.

New dyes of heretofore unknown qualifications would undoubtedly attract the consumer's attention first, but also dyes already known to the trade and commonly in use will receive consideration if they are able to compete in price.

Competition with German Market—Middleman Profits.

The Swiss business man is rather conservative, and, unless he can be assured by actual facts of what might be called a profitable business transaction, no obligations of any kind would induce him to sever old connections simply to take advantage of any opportunity that may be offered.

Of course, American dyestuff manufacturers should never lose sight of the fact that, especially in their line, the German competition on the Swiss market is powerful and that it had taken on such dimensions before the war that even the domestic industry was hardly able to secure a small percentage of the Swiss trade. However, positive assurance may be given to Americans engaged in the manufacture of dyes and dyestuffs that there exists absolutely no prejudice against the use of their products in this country, and, as already stated, the quality and the price are the most important considerations.

In no case could Swiss consumers be interested in American dyes if the price is increased by the profits of middlemen. In order to avoid such increase it is of great importance that business transactions in this line should, wherever possible, be conducted between the manufacturer and the consumer direct, or at least between the manufacturer's agent in Switzerland and the consumer, in order to prevent the dyes from passing through the hands of a number of middlemen before they reach their final consumers.

Other Conditions Affecting American Trade.

American manufacturers also must endeavor to adapt themselves to the customary market conditions prevailing in this country, especially with regard to credit terms, discounts, and other particular requirements of each individual customer. Circular letters and catalogues printed in the English language, with price quotations in United States currency, for goods delivered f. o. b. factory or American seaport, weights in pounds, etc., will probably receive little or no attention by Swiss importers and consumers after the war. To-day conditions are entirely different, as most of the former sources of supply are shut off and Switzerland is compelled to buy wherever she can, but when the war is over an even greater and more intensive struggle for business among the competitors will again begin, and at that time American manufacturers should be ready and should have made the proper connections with this market.

French and German are the principal languages spoken in Switzerland, and correspondence should, if possible, be conducted in one or the other. The fact that prices should be quoted in Swiss francs, weights given in kilos and grams, etc., may seem immaterial details, and yet they are sufficiently important and should receive careful consideration in the preparation of offers to Swiss firms.

It may be of further interest to American dyestuff manufacturers to know that the supplying of American half-finished products for the manufacture of dyes here would also be of great interest and of great importance to Swiss concerns engaged in the manufacture of dyes and dyestuffs.

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SPANISH-AMERICAN WOOL ASSOCIATION.

An association has been formed in Spain under the name of Industrial Lanera Hispano-Americana with a capital of 3,500,000 pesetas (normal value of peseta = 19.3 cents). This company proposes to engage in the exploitation of wool and woollens in Argentina. The leader in this enterprise is said by "La Prensa" (Buenos Aires) of April 28, 1918, to be Jose Llaberas, who some time ago visited Argentina. The president of the board is Mr. Jose Guix and the manager is Mr. Pedro Fontana, who has arrived in Buenos Aires in advance of machinery now on the way.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Brush and poles, No. 5326.—Sealed proposals will be received at the office of the Mississippi River Commission, first and second districts, customhouse, Memphis, Tenn., until July 31, 1918, for furnishing about 60,000 cords of brush and poles.

Blankets, No. 5327.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until August 19, 1918, for furnishing and delivering at the United States Penitentiary, Atlanta, Ga., 1,200 blankets.

Medical depot supplies, No. 5328.—Sealed proposals will be received at the medical supply depot, 628 Greenwich Street, New York, N. Y., until July 26, 1918, for furnishing in equal quantities to be delivered each month from July to December, 1918, inclusive, 500,000 cartons of hard bread and 204,480 cans of concentrated lye.

Groceries, No. 5329.—Sealed proposals will be received at the field medical supply depot, United States Army, Washington, D. C., until July 27, 1918, for furnishing and delivering cocoa, coffee, hard bread, black pepper, salt, and tea.

Hot-water system, No. 5330.—Sealed proposals will be received by the Superintendent Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., until July 24, 1918, for furnishing material, labor, and equipment necessary to install a hot-water storage system.

Medical depot supplies, No. 5331.—Sealed proposals will be received at the field medical supply depot, United States Army, Washington, D. C., until July 24, 1918, for furnishing and delivering ointment boxes, stiffs for flags, lamps for flashlights, spirit lamps, needles, litmus blue and red paper, fire extinguishers, razors, razor strops, tape measures, and coarse twine.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 564 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Belting-----	27202, 27205	Nails-----	27202, 27207
Boots and shoes-----	27203	Oils-----	27202, 27207
Buttons and fasteners-----	27202	Paints and pigments-----	27204
Canvas-----	27203	Paper-----	27205
Cotton cloth-----	27206	Roofing material-----	27205
Earthenware-----	27205	Soap-----	27202
Elastic-----	27202	Sulphuric acid plant-----	27201
Factory requirements-----	27202	Talcum powder-----	27202
Food products-----	27207	Textiles-----	27203
Garters, braces, and findings-----	27202	Thread and mending wool-----	27202
Glass and glassware-----	27205	Tinware-----	27207
Kitchen utensils-----	27207	Tires and tubes-----	27202
Leather-----	27207	Tools-----	27207
Linings-----	27202	Washing compounds-----	27202
Machinery-----	27201	Wire-----	27202

27201.†—The sanitary department of a city in Argentina is desirous of receiving bids for the construction of sulphuric acid plant for supplying chemical for the water-treating plants of the Nation. Bids will be received until November 8, 1918, at 3 o'clock p. m. Further information in regard to the local conditions, cost of labor, material, etc., may be had on application to the Bureau or its district offices. The form of contract will be based on the specifications, which may be examined at the above-mentioned offices. (Refer to file No. 40057.)

27202.†—The exclusive representatives in the United States of a commission merchant in Holland are desirous of receiving samples, quotations, price lists, and catalogues for after-the-war trade of the following articles: Linings, buttons of all kinds, snap fasteners, cotton sewing thread on spools, mending wool on cards, elastic for different purposes, ready-made garters and braces, and complete outfits and metal parts separate, toilet soap retailing in the United States for about 5 or 10 cents a piece and cheaper grades, laundry powder or washing compounds, talcum powders in fancy metal boxes, best quality rubber tires and tubes for bicycles, round and square wire nails, straw baling wire, and all kinds of factory requirements, such as beltings, packings, asbestos thread, fat or grease, talc, graphite, cotton polishing cloth, antifriction-bearing metal, all kinds of machine oil for light and heavy machinery, and other products. Quotations should be made f. o. b. New York. Payment will be made by cash against shipping documents. Reference.

27203.*—A man in South Africa desires to receive catalogues and quotations from American manufacturers and exporters of woollens, worsteds, polo linings, canvas, indigo serge, cream and colored garberdine, Italian cloth, and boots and shoes. Correspondence may be in English. Reference.

27204.*—An agency is desired by a man in Spain for the sale of paints and pigments. Payment will be made upon delivery of shipping documents at destination. Correspondence may be in English. References.

27205.†—The United States branch of a trading association in Holland desires to represent American manufacturers of table glassware, window glass, earthenware, leather belts for machinery, paper, artificial roofing material, in the Dutch East Indies. A representative of the association expects to leave for the Dutch East Indies in the near future. Will open credit for payment against documents. Reference.

27206.*—An agency is desired by a man in France for the sale of cotton cloth. Correspondence should be in French. References.

27207.*—A man in Algeria desires to secure an agency for the sale of edibles of all kinds, such as canned vegetables, fruits, meats, etc.; also leather, industrial oils, nails, hammers, saws, hatchets, spades, rakes, kitchen utensils, tinware, etc. Payment will be made against documents. Correspondence may be in English. References.

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1918

CONTENTS.

	Page.		Page.
British restrictions on use of gold lace.....	289	Swedish control of waste paper.....	295
Crop conditions and prospects in the Netherlands.....	289	Electric power for motor vehicles in South Africa.....	296
Venezuelan budget for current year.....	290	Position of United States in Australian trade.....	298
Proposed immigration law in Peru.....	291	Condition of Japan's camphor industry.....	299
Slight falling off in trade for 1918.....	291	Proposed grain elevators for South Africa.....	300
Scotch iron and steel and lumber trade.....	292	High prices for Swedish horses for Germany.....	300
Caustic soda industry proposed for Brazil.....	292	Recent Japanese foreign trade statistics.....	301
American cotton seed and cottonseed products.....	293	Manufacture of spirits forbidden in Sweden.....	303
Persian grain crops.....	293	Proposals for Government supplies and construction.....	304
British firm to develop Brazilian iron deposits.....	293	Offices of the Bureau of Foreign and Domestic Commerce.....	304
Offers for after-the-war tonnage.....	294		
Increased freight rates on Italian State Railways.....	294		
Tramway transportation in Leeds.....	295		

BRITISH RESTRICTIONS ON USE OF GOLD LACE.

A cablegram from Consul General Robert P. Skinner at London, England, states that from and after July 9 no person may place gold lace, gold embroidery, or gold thread on any garment not a portion of the uniform of the army, navy, or mercantile marine.

CROP CONDITIONS AND PROSPECTS IN THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, June 24.]

A summarized compilation of the official reports of agricultural correspondents up to June 14 is just published.

Crops have been injured or retarded in all parts of the country by the lack of rain, though the high sandy tracts suffered the most. During May and the first part of June the rainfall in the country as a whole was only 50 per cent of normal, though in the eastern Provinces the amount was from 60 to 70 per cent. Severe frosts occurred the first week of June in the northeasterly Provinces, killing beans and injuring potatoes and other vegetables. But, taking crops as a whole throughout the country, this is not a serious matter.

The drought has been bad for oats, from which poor straw and grain are threatened. Nearly everything else is more or less affected, though in some cases it is believed that nothing worse than retardation will result. Low-lying meadows intersected by many little canals were only slightly injured by the drought, but on the sandy grounds the hay crop will be deficient. Considerable damage has been done to various kinds of vegetation by insects, whose ravages might have been restricted or entirely prevented by more rain.

Winter wheat, on the whole, is fairly good. In Friesland some was frozen, but in North Holland, Overysseel, and other Provinces

it is from good to very good. Winter rye and barley are similar, on the whole.

Summer wheat is good in some Provinces, medium in others, and somewhat below good altogether.

Summer barley is rather good to good, on the whole.

Vegetables in general are fairly good.

The following table gives in figures the condition of various crops on or about June 14. It is explained that 100 means excellent, 90 very good, 70 good, 60 rather good, 50 medium, 40 rather bad, 30 bad, and 10 a failure; 67 is an average crop.

Crop.	Condition	Crop.	Condition.	Crop.	Condition.
Winter wheat.....	69.8	Peas.....	64.7	Chicory.....	73.7
Winter rye.....	70.1	Brown beans.....	59.3	Red clover.....	65.0
Winter barley.....	67.8	Flax.....	55.3	White clover.....	60.0
Summer wheat.....	67.7	Caraway seed.....	70.0	Pastures.....	57.4
Summer barley.....	63.7	Potatoes.....	68.6	Hay lands.....	60.4
Oats.....	58.5	Sugar beets.....	66.0		
Horse beans.....	62.4	Onions.....	64.3		

The condition of the winter wheat on April 20 was represented by the figure 72; winter rye, 70; winter barley, 67; caraway seed, 70; red clover, 70; white clover, 70; pastures, 85; and hay lands, 85.

Though the figure for hay lands as given in the foregoing table indicates less than an average crop, the latest report from the principal haying section of this district is to the effect that the quality of the crop now being gathered is very good. As considerable rain has fallen since June 14 and as every day just now there is a mingling of rain and sunshine it is not improbable that the figures for hay and other crops may be increased in the next report.

VENEZUELAN BUDGET FOR CURRENT YEAR.

[Consul Homer Brett, La Guaira, June 29.]

The budget of the Venezuelan Government for the fiscal year to end June 30, 1919, has been voted as follows (sums converted to American currency at normal exchange of \$0.193 to bolivar) :

Revenues.	Amount.	Expenditures.	Amount. :
Customs and consulates.....	\$3,555,250	Department of the Interior.....	\$1,865,250
Liquor taxes.....	772,000	Department of Foreign Relations.....	234,075
Cigarette taxes.....	1,061,500	Department of the Treasury (includes \$1,651,300 for debt service).....	2,749,850
Salt monopoly.....	1,061,500	Department of War and Navy.....	1,737,000
Stamp taxes.....	627,250	Department of Fomento (mines, fisheries, agriculture, post office, and telegraphs).....	808,950
Coal mines.....	221,950	Department of Public Works.....	616,400
Other sources.....	346,050	Department of Public Instruction.....	592,975
Treasury reserve.....	984,300	For corrections and changes.....	85,800
Total.....	8,629,800	Total.....	8,629,800

A constant and successful attempt is being made to reduce the proportion of the entire revenue that is obtained from import duties on merchandise. It is not expected that revenues will equal expenditures, but as the Government has a large surplus in the Treasury this is not even considered desirable.

PROPOSED IMMIGRATION LAW IN PERU.

[Commercial Attaché Wm. F. Montavon, Lima, June 7.]

An immigration bill recently passed both houses of the Peruvian Congress, this bill being intended to protect society against the abuses prevailing under the present customs. "El Comercio," of Lima, in its issue of June 6, contains the text of the proposed law, which provides that no foreigners deficient mentally, morally, or physically will be admitted into Peru. The executive power will regulate the control of the admission and the exclusion of foreigners and will issue detailed instructions to the maritime or border authorities charged with the duty of examining applicants for admission. Any foreigner who is refused admission may make a verbal or written application to a higher authority in the maritime or frontier court, and this application will be immediately transmitted to a board composed of a judge, a municipal official, and a port official, which will give a hearing and render a decision within 48 hours.

The expense of the process of exclusion and return of the foreigner shall be placed to the account of the party conducting it, provided the objection to entry is manifest. Foreigners entering the territory through fraud in violation of law may be expelled. Any order for the expulsion of foreigners may be issued only in a council of ministers with a statement of reasons. Foreigners will be allowed 3 to 15 days to leave the territory, and if they fail to leave within this period they will be expelled by the police authorities.

It is believed that this bill will soon become a law, in view of the fact that it has been approved by both the Senate and the Chamber of Deputies.

SLIGHT FALLING OFF IN TRADE FOR 1918.

American foreign trade fell off slightly in the fiscal year 1918, the total being \$8,874,000,000, compared with \$8,949,000,000 in 1917, according to figures just made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

The imports for 1918 show an increase of \$287,000,000, reaching a total of \$2,946,000,000. Exports, however, show a decrease of \$362,000,000, the total for 1918 being \$5,928,000,000, as compared with \$6,290,000,000 in 1917. The excess of exports over imports amounted to \$2,982,000,000 in 1918, against \$3,631,000,000 in 1917.

Exports and imports both show a falling off for June, 1918, as compared with May and April. Imports totaled \$260,000,000, as compared with \$323,000,000 in May, while exports amounted to \$485,000,000, as against \$551,000,000 in May.

Imports of gold during the fiscal year amounted to only \$124,000,000, as compared with \$977,000,000 in 1917, while exports were valued at \$191,000,000, compared with \$292,000,000 in 1917.

Silver imports amounted to \$70,000,000 in 1918, against \$35,000,000 in 1917, and silver exports increased from \$78,000,000 in 1917 to \$139,000,000 in 1918.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

SCOTCH IRON AND STEEL AND LUMBER TRADE.

[General J. N. McConn, Glasgow, June 24.]

All the steel plants in the West of Scotland are in full operation. A considerable quantity of shell bar is being turned out, which, with the local requirements of plates and sections, absorbs almost the entire production. A strong demand exists for steel sheets for Government account, and manufacturers are fully booked up with orders.

Malleable-iron makers have all the orders on hand that they can conveniently deal with at present. In fact, all steel and iron departments are busy with Government orders. Deliveries of pig iron continue in arrears and a strong local demand exists for hematites, of which there appears to be a great scarcity, and the same may be said of the ordinary qualities of pig iron, except perhaps in a lesser degree. Owing to the difficulty in connection with the rate of exchange, the export trade with Italy is much hindered, while shipments to France are reported heavy.

Supplies of Local Timber.

For some time the timber trade of the West of Scotland has been obliged to look more and more for material of native production to supply the requirements of the various wood-consuming industries, all of which are actively employed.

The supplies of home timbers of all descriptions offered on the market, though surprisingly large, are not yet equal to the demand. As the greater proportion of the home-grown wood is not yet thoroughly seasoned, dissatisfaction is likely to arise from its use in that condition.

Permits are not now issued to ship on private account, consequently the Government is practically in control of every shipment from abroad. Some sales of furniture woods from stock have taken place.

Teak continues in demand and sales in planks for forward shipment have recently been closed, but there appears to be no movement to speak of in imported softwoods.

CAUSTIC SODA INDUSTRY PROPOSED FOR BRAZIL.

[Vice Consul Richard P. Mohnsen, Rio de Janeiro, June 5.]

The Minister of Agriculture, Industry, and Commerce recently made public the expert opinions concerning the different methods of manufacturing caustic soda, which have been presented to him, at his request, by the following scientific men in this country: Prof. Henrique Morize, industrial engineer, Polytechnical School; Dr. Mario Saraiva, director of the Chemical Institute; Dr. T. H. Lee, mineralogist, Department of Agriculture, Industry, and Commerce; Dr. Alfredo A. de Andrade, professor at the National Museum; Prof. Daniel Henninger. Of the three processes for manufacturing caustic soda, namely, the Leblanc, the Solvay, and the electrolytic, the last is unanimously recommended by these experts as being the most advantageous because of its simplicity of installation and economy of operation and because it yields two by-products of great commercial importance—chlorine, which is of fundamental necessity in the textile industry, and hydrochloric acid.

AMERICAN COTTON SEED AND COTTONSEED PRODUCTS.

A preliminary report issued by the United States Bureau of the Census gives the quantity of cotton seed received at mills in the United States from August 1, 1917, to June 30, 1918, as 4,231,477 tons. These figures do not include 33,927 tons on hand at the mill on August 1 nor 196,994 tons reshipped. There were 4,210,102 tons of cotton seed crushed during the same period. The amount on hand at the mills on June 30 was 55,302 tons.

The amount of cottonseed products manufactured, shipped out, and on hand is given in the following table:

Item.	On hand Aug. 1.	Produced Aug. 1 to June 30.	Shipped out Aug. 1 to June 30.	On hand June 30.
Crude oil.....pounds..	<i>a</i> 15,477,352	1,298,722,518	1,286,402,802	<i>a</i> 12,303,638
Refined oil.....do...	<i>b</i> 298,757,126	<i>c</i> 1,153,081,850		<i>b</i> 321,739,509
Cake and meal.....tons..	92,540	2,046,750	2,093,061	46,229
Hulls.....do.....	56,016	981,275	931,016	106,275
Linters.....600-pound bales..	102,754	1,114,427	1,150,628	66,553
Hull fiber.....do.....	6,371	291,554	285,218	12,707
Motes, grabbots, and sweepings.....do....	8,207	53,248	48,605	12,850

* Includes 2,921,600 and 2,757,439 pounds held by refining and manufacturing establishments and 3,871,700 and 18,042,131 pounds in transit to refiners and consumers August 1 and June 30, respectively.

* Includes 15,200,429 and 9,308,075 pounds held by refiners, brokers, agents, and warehousemen at places other than refineries and manufacturing establishments and 3,851,445 and 12,022,401 pounds in transit to manufacturers of lard substitute, oleo-margarine, soap, etc., August 1 and June 30, respectively.

* Produced from 1,251,091,931 pounds of crude oil.

Imports of cottonseed oil from August 1, 1917, to June 30, 1918, amounted to 14,114,792 pounds. Exports of cottonseed products during the period consisted of 93,577,337 pounds of oil, 19,043 tons of cake and meal, and 171,002 running bales of linters.

PERSIAN GRAIN CROPS.

[Consul Ralph H. Bader, Teheran, May 1.]

Reports received from all parts of Persia indicate that this year's yield of the grain crops (wheat and barley) will be far above the average. There was considerable snowfall during the winter, and farmers say that recent showers have made a good yield certain. It is also reported that damage by insects has been far less than usual.

Last year's harvest was not more than 60 per cent of a normal yield, which, together with the presence of foreign troops, lack of transport facilities, and hoarding, accounts for the present food shortage.

BRITISH FIRM TO DEVELOP BRAZILIAN IRON DEPOSITS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, May 31.]

According to newspaper report, the British firm of Armstrong & Vickers has presented to the Brazilian Government important proposals for the exploitation of iron deposits, the manufacture of iron and steel products of all kinds, the erection of dry docks, and the development of related industries.

OFFERS FOR AFTER-THE-WAR TONNAGE.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, June 15.]

Norges Handels og Sjøfartstidende (Norwegian Trade and Shipping Journal) states that a German firm of brokers recently sent the following offer to Norwegian shipowners:

For some special friends who are absolutely first class I want some neutral boats of any size on time charter for long periods, as much as four years after the war, the charterers being willing to pay for prompt steamers 22s. (\$5.35) per ton per month. The owner will be free from all expenses and insurance premiums, a German captain and the crew to be hired by the charterer.

Several neutral boats have already been chartered on these conditions, and I will be glad to receive by return mail information about the tonnage you are willing to offer, with particulars and plans.

The Journal takes a decided stand against this practice, which, as far as the captains are concerned, is also against Norwegian law. The paper thinks that the provisions about a German captain and crew are perhaps due to a desire to obtain employment for German sailors as soon as possible, so that this class of workers shall not decrease before the ships lost during the war can be replaced.

Views of Journal on Time Charters.

The paper makes a few other remarks which may be of interest and value in a general way. It says that there are offers on the market from other sides for after the war and without odious conditions, and that good freights are offered. "When there is no doubt that the charterer is absolutely reliable, so that no risks are run in case freight rates fall, there can be no objection to accepting such offers, if it is not considered preferable to take a chance on the open market." However—

Eyes can not be closed to the fact that a time charter for a too-lengthy period after the war would deprive owners of the right of disposing of ships at a time when they will still probably be a rare commodity in great demand. This mode of chartering is a greater gamble than time charter generally. Costly experiments have been made with regard to time-chartered boats during the advancing freight market caused by the war, but this does not prove, as it seems to do, that this form of chartering is objectionable. In a falling market a long charter with a safe charterer is quite a good asset, but there is every reason to be careful before binding one's ships for a long period under the present conditions; the freight must be good, the charterer sound, and the conditions absolutely first class.

Special care must be taken with regard to expenses. An experienced broker has stated that he would advise owners to make the condition that any increase in expenses is to be carried by the charterer. "This is good advice, and it may be followed," says Norges Handels og Sjøfartstidende, "since it is the owner who at the present time dictates conditions."

Increased Freight Rates on Italian State Railways.

Consul General David F. Wilber, of Genoa, reports an advance in freight rates on the Italian State Railways, effective for internal traffic on June 16 and for international traffic at a date to be fixed later. The new tariff applies to shipments by fast freight, accelerated baggage, and ordinary slow freight, and also to the conveyance of baggage.

TRAMWAY TRANSPORTATION IN LEEDS.

[Consul Percival Gassett, Leeds, England, June 25.]

The report of the Leeds City Tramways for the fiscal year ending March 31 last, indicates a very satisfactory year's working, the gross profit being \$1,326,550, a gain of \$85,980 over the previous year.

Receipts amounted to \$2,854,840, an increase on the previous year of \$344,670. The earnings per car mile averaged \$0.2948, compared with \$0.2562 for the previous year. The working expenses amounted to \$1,528,290 or \$0.157 per car mile, an increase of \$258,690 on the year 1916-17, this being attributable mainly to increases in wages which, coupled with advances in the prices of materials used, amounted approximately to \$209,000. In this connection it should be noted that the war bonuses paid to employees at the present time amount to about \$438,000 a year. Traffic expenses exceeded the previous year's figures by \$136,440; of which sum, \$77,965 represents the increase in wages paid to motormen and conductors.

In all, 9,547,670 car miles were run during the year within the Leeds area. The number of passengers carried during the year was 124,519,119, as against 112,151,883 for the previous year, an increase of 12,367,236, or 11.027 per cent, and the average fare paid per passenger worked out at \$0.022. Car fares in Leeds are charged at the rate of \$0.01 per stage. It is calculated that in the year each member of the population served traveled on the cars an average of 230 times, as against 207 last year, and paid in fares an average sum of \$5.17 against \$4.54 last year.

Few Serious Accidents—Increase of Fares.

There have been few serious accidents, and only in eight cases have payments of compensation amounting to over \$500 been made, although more than 600 claims were investigated and dealt with during the year. There were 10 fatal accidents, all of a purely accidental nature.

On account of the increase of population in Leeds, due to the war, and the difficulty of obtaining a place in a surface car at the close of business hours, sometimes necessitating waits of half an hour or more on the streets, commencing this month tramcar fares in the Leeds district were increased 50 per cent, the object being to reduce the number of passengers while at the same time securing a higher revenue. That result has, on the showing of the first week, been fully achieved. Fares have realized an increase per day of approximately \$1,216, whilst the number of passengers carried has decreased by 10 to 12½ per cent. One very significant effect of the recent change has been the rush for workmen's fares, which were to some extent reduced. The workman's \$0.04 fare, for instance, became \$0.03. To an amazing extent the number of passengers availing themselves of workmen's fares have almost doubled.

SWEDISH CONTROL OF WASTE PAPER.

Consul General Albert Halstead reports from Stockholm that the Swedish Government will hereafter control all paper waste, probably for spinning into yarn and weaving into paper cloth. Heretofore much was shipped to Germany for the same purpose.

ELECTRIC POWER FOR MOTOR VEHICLES IN SOUTH AFRICA.

[Vice Consul Charles J. Pissar, Cape Town, Apr. 30.]

Inquiries made in the principal cities of South Africa (Cape Town, Port Elizabeth, East London, Durban, Johannesburg) indicate that no restrictions have been placed on the use of electric energy for charging the batteries of motor vehicles save as to hours of using the current. In some cities certain regulations providing for a higher charge per unit of current taken during so-called "peak load" periods are in force; in others no energy at all is available for vehicles during such periods.

In the city of Cape Town no restrictions are imposed regarding the use of electrical current for propelling vehicles during any part of the day, providing, always, that the cables supplying the particular area where such energy is used are sufficiently large to carry the quantity demanded. The charge per unit of energy for such purpose is 1 penny (2 cents) between the hours of 11 p. m. and 8 a. m., and 2½ pence (5 cents) for the remainder of the day. Energy is also supplied at special rates where the consumer guarantees to use 100,000 or more units per annum. Such rates, however, depend on the quantity guaranteed and the conditions under which the energy is taken.

Conditions at Port Elizabeth and East London, Cape Province.

In Port Elizabeth, Cape Province, it appears that the municipal electric power plant is capable of producing more energy than is needed for the local demand, consequently there is no restriction placed on the use of current for battery charging. Consul John W. Dye submits a letter from the manager of the Port Elizabeth municipal plant, in which the latter says:

At the beginning of 1914 a large scheme of extensions, involving the doubling of the plant and a complete three-phase high-tension system, was agreed upon and all the orders were placed very shortly after the outbreak of war. The whole of the plant was delivered and erected in fairly quick time with the exception of two 1,000-kilowatt turbo-alternators, the first of which was permanently completed and put to work in July of last year, while the second 1,000-kilowatt machine was completed and set to work in the first week in January of this year. From this you will see that we are in an admirable position to deal with both large and small propositions, and our principal trouble is now that, while we have the power available, our would-be customers find great difficulty in obtaining the necessary motors, both direct current and three phase.

I would like it, therefore, to be known through the medium of your consulate among the commercial community of America that any firms desiring power in this town can be accommodated, provided only that they can supply the motors or other apparatus they require for their business.

I should be only too glad to see some electric trucks put into service in this town as the only one at present is our B—— truck, which has given remarkably good service.

Almost similar conditions obtain at East London, Cape Province. Consular Agent G. C. Starkey writes that the city electrical engineer there informed him that the municipal plant has sufficient power available to render unnecessary the placing of any restrictions on the use of energy, whether it be for charging batteries or for other purpose. He states further that the municipality is doing all it can to extend the use of electric vehicles in that city, and it is probable that at an early date a charging rate of 1 penny per unit during off-peak hours will be brought into force.

No Current During "Peak" Hours at Johannesburg, Transvaal.

Somewhat different conditions prevail at Johannesburg, of which Consul Samuel W. Honaker reports as follows:

While it is true that power plants have been handicapped by the inability to obtain much-needed material, it does not appear that there is any embargo whatsoever with regard to charging electric trucks. Owing to war conditions, the Johannesburg municipality had to issue recently a notice to the effect that it is impossible to add further loads to the mains during "peak" periods. This is approximately between 5 p. m. and 11 p. m. At other times power for electric vehicles is available. As a matter of fact, the South African General Electric Co.'s garage in this city furnishes a regular charging service, the power for which is taken from the municipal mains.

At the present time the Johannesburg municipality is supplying electricity for charging accumulators of electric vehicles at the rate of 1 penny (2 cents) per unit. However, a resolution of March 2, 1915, provides for a reduction to 3 farthings (1½ cents) per unit in the event the consumption should warrant the decrease in price, but as yet this has not been the case.

As Johannesburg is the center of the mining industry, small towns are to be found to the east and west. Four of the towns to the west have their own power plants, which are in a position to supply current. Roodepoort, which is the farthest of these towns, and only 20 miles distant from Johannesburg, possesses a plant which has sufficient facilities to afford current at practically all hours at the present time. The town engineer states that the rate to be charged would depend to a great extent on the number of vehicles to be dealt with, but that in the meantime power can be furnished at the existing rates, which are 3 pence (6 cents) per unit for the first 100 units, 2½ pence (5 cents) per unit for the second 100 units, and 2 pence (4 cents) for the next 1,000 units, and onwards at 1½ pence (3 cents) per unit.

Area Supplied by Victoria Co.—Vehicles in Use.

With the exception of Benoni and Brakpan, the five mining towns to the west of Johannesburg are supplied with electricity by the Victoria Falls & Transvaal Power Co. (Ltd.). This is by far the largest power and lighting company in South Africa, and upon its four large stations some of the principal mines and reef towns of the Witwatersrand area are dependent for light and power.

It is authoritatively stated by the manager of the Victoria Falls & Transvaal Power Co. (Ltd.) that his company is prepared to furnish at present all of the electricity that may be needed to charge the batteries of vehicles, provided too great a demand is not made during the "peak" period. As this is during the day, and as the heaviest load experienced by the Johannesburg power plant is in the evening, the question of supplying the charging needs of commercial vehicles would not prove troublesome under present conditions.

The general post office has 10 electric vehicles, which are used principally to collect the mails. No difficulty has been experienced by this department in obtaining electric current to charge batteries. There has also been some endeavor made to install electric vehicles upon a larger scale in the different public-service departments, but the high prices have militated against this. While it is recognized by the municipal council that there are appreciable economies in the use of electric vehicles, the extra capital expenditure has been considered too great in comparison with the petrol-driven vehicles.

No Present Restrictions at Durban, Natal.

Although it appears that because of lack of power-plant capacity certain limitations on the use of electrical energy may be imposed at Durban, Natal, in the near future, no restrictions are in force there at the present time. Consul W. W. Masterson writes that in response to an inquiry instituted at Durban he received a letter from the borough electrical engineer, who states:

I am pleased to inform you that though this corporation may shortly be compelled to make some restrictions of supply of electricity, owing to shortage of plant, the step has not yet been taken. In any case, I do not think that the charging of electric-vehicle batteries will be affected, as we do this work through the night when there is power to spare and likely to be for some time.

POSITION OF UNITED STATES IN AUSTRALIAN TRADE.

What is called "competitive merchandise" forms from 70 to 80 per cent of Australia's gross imports. This term is applied to those lines that compete in the southern commonwealth with goods from the United Kingdom. Timber, bags and sacks, oils, tea, tobacco, sugar, fertilizers, rice, fruit, vegetables, and other articles noncompetitive with British trade are omitted from the calculations.

In the fiscal year 1916-17 the United States slightly increased its share of this "competitive" trade, supplying 20.26 per cent of Australia's purchases of such goods as contrasted with 19.06 per cent in 1915-16, 15.2 per cent in 1914-15, 11.8 per cent in the calendar year 1913, and 11.76 per cent in 1912. The value of these imports was \$58,056,561, against \$51,559,560 in 1915-16, \$36,158,922 in 1914-15, \$34,674,518 in 1913, and \$35,037,189 in 1912.

Relative Shares of Different Countries.

These figures give to the United States second rank among the countries participating in Australia's "competitive" import trade, the United Kingdom occupying first place. Germany, which at one time contributed about the same amount of such merchandise as the United States, is, of course, now eliminated; its place is being taken to some extent by Japan.

The value of Australia's "competitive" trade for the past five years and its division among the leading countries are shown below:

	Calendar year 1912.	Calendar year 1913.	Fiscal year 1914-15.	Fiscal year 1915-16.	Fiscal year 1916-17.
Gross imports.....	\$380,358,827	\$388,101,686	\$313,557,535	\$377,256,637	\$370,966,966
Deduct specie, bullion, live animals, etc.....	9,337,495	20,408,928	6,858,631	4,568,921	1,722,930
Balance.....	371,021,332	367,692,758	306,698,904	372,687,716	369,243,936
Deduct items noncompetitive with United Kingdom trade.....	73,041,834	73,018,806	68,887,595	102,211,304	82,723,203
Balance, "competitive" merchandise, all countries.....	297,979,498	294,673,952	237,811,309	270,476,412	286,520,733
From United Kingdom.....	186,472,041	186,315,607	154,428,518	168,199,968	175,361,593
From British dominions and possessions ^a			9,241,849	12,037,142	12,112,538
From Germany.....	34,028,110	33,512,865			
From United States.....	35,037,189	34,674,518	36,158,922	51,559,560	58,056,561
From Japan ^b					13,203,384
From all other countries ^c	42,442,158	40,170,962	37,982,020	38,679,842	27,786,567

^a Figures relating to British possessions were not separately distinguished as regards competitive merchandise prior to 1914-15.

^b First year in which figures relating to Japan have been separately distinguished as regards competitive merchandise.

^c Includes British possessions prior to 1914-15; Japan prior to 1916-17.

Expressed in percentages, the shares of these countries for the past five years were:

Imported from—	Calendar year 1912.	Calendar year 1913.	Fiscal year 1914-15.	Fiscal year 1915-16.	Fiscal year 1916-17.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	62.58	63.2	64.9	62.18	61.21
British dominions and possessions.....			3.8	4.45	4.23
Germany.....	11.42	11.4			
United States.....	11.76	11.8	15.2	19.06	20.26
Japan.....					4.60
All other countries.....	14.24	13.6	16.1	14.31	9.70

Chief Articles and Countries of Origin.

The chief articles that make up Australia's "competitive" trade are metals, textiles, apparel, paper (these four classes form nearly 70 per cent of the United States total in 1916-17); jewelry, timepieces, fancy goods, etc.; spirits, foodstuffs, leather and leather goods, rubber goods, ammunition and explosives, chemicals, paints and varnishes, unmanufactured vegetables substances, surgical and scientific instruments, and nonalcoholic beverages. The distribution of the trade among the United Kingdom, British possessions, the United States, and Japan during the fiscal year 1916-17 is shown in the following table:

Articles.	Total imports.	From United Kingdom.	From British possessions.	From United States.	From Japan
Metals:					
Manufactured	\$62,586,658	\$40,754,285	\$2,222,677	\$17,498,523	\$909,218
Machinery	15,182,648	5,953,913	691,033	7,758,291	3,217
Partly manufactured	5,890,309	3,134,941	228,107	2,444,998	52,738
Pig and ingot	987,315	306,643	362,759	245,578	58,310
Textiles	79,608,207	60,300,889	2,294,385	3,679,648	5,282,207
Apparel	24,814,133	13,300,607	476,041	4,543,252	2,504,841
Paper	16,479,711	6,173,350	1,530,412	3,113,796	52,180
Stationery	4,893,833	3,802,688	23,053	795,354	122,976
Jewelry, timepieces, fancy goods, etc.	5,481,236	1,794,337	702,479	941,074	626,114
Spirits	7,656,143	7,330,088	17,699	160,550	9,276
Earthenware, cement, china, glass	5,416,351	2,459,299	104,961	1,210,766	1,280,162
Foodstuffs:					
Vegetable origin	3,003,477	2,143,007	108,095	598,083	6,974
Animal origin	4,904,127	996,109	975,256	1,357,389	76,944
Leather, and manufactures of	3,635,150	828,653	48,592	2,731,936	14,361
India rubber, and manufactures of	3,721,140	1,212,790	200,096	2,016,639	64,135
Ammunition and explosives	3,042,234	1,901,692	674,028	631,855	2,769
Chemicals:					
Pharmaceutical	5,964,442	2,869,818	150,078	1,478,584	204,417
Industrial	4,025,708	2,794,743	62,488	774,864	83,777
Fertilizers	7,086	482	15	58	297
Paints and varnishes	3,244,943	2,508,817	2,940	655,537	3,567
Wood, manufactures of	1,048,721	347,634	41,180	340,168	186,441
Vegetable substances, unmanufactured ..	6,788,344	5,652,537	386,887	102,450	338,976
Animal substances, unmanufactured	487,575	379,518	19,821	52,120	331
Instruments, scientific, surgical, etc.	3,505,184	1,243,980	6,764	2,058,004	58,890
Oils, fats, and waxes	1,252,252	617,452	87,485	209,508	262,110
Beverages (nonalcoholic)	2,349,157	1,485,052	21,096	100,216	3,781
Stones and minerals	343,293	195,594	10,424	107,175	122
Tobacco, manufactured	504,394	312,356	43,833	132,344	136
Miscellaneous	9,611,842	4,600,259	721,881	2,414,821	984,177
Total	286,520,643	175,361,593	12,112,638	58,056,561	13,203,384

CONDITION OF JAPAN'S CAMPHOR INDUSTRY.

[Excerpt from Japan Gazette of May 16, transmitted by Consul General George H. Seidmore, Yokohama.]

The Chugai Shogyo says the manufacture of camphor in Japan proper and Formosa during the fiscal year ending March 31 amounted to 8,090,000 kin (1 kin=1.32 pounds), of which 7,850,000 kin were sold by the camphor monopoly office. The latter figures show a decrease of 3,780,000 kin, as compared with the preceding fiscal year. The monopoly office has received many orders from Europe and America, but is unable to execute them all because of the growing demand for camphor on the domestic market. Of 7,850,000 kin sold by the monopoly office, 3,240,000 kin were supplied to camphor manufacturing companies, 630,000 kin to celluloid companies, while 260,000 kin were placed on the market. The remainder, 3,720,000 kin, has been shipped abroad. The authorities are now encouraging the export of manufactured goods, and preventing the shipment of camphor as far as possible.

PROPOSED GRAIN ELEVATORS FOR SOUTH AFRICA.

[Vice Consul Charles J. Plsar, Cape Town, May 28.]

In view of the ever increasing export trade in corn, corn meal, oats, barley, and rye in the Union of South Africa, the Union Parliament, in its recent session, appointed a committee to investigate and report on the desirability and feasibility of constructing a system of grain elevators at suitable points along the railways and at the various shipping ports.

Although this committee, which is now taking evidence from farmers and other interested people throughout the Union, has, so far, made no official announcement of its investigations, it is generally understood that a system of elevators is welcomed by the farmers, who are lending their whole-hearted support to the proposed measure.

Over 10,500,000 bushels of cereals were handled for export in South Africa during the year 1917. This amount included 8,000,000 bushels of corn, the exports of which have more than doubled during the last six years. Exports of corn meal amounted to 1,500,000 bushels, while oats, barley, and rye totaled approximately 1,185,000 bushels. South Africa still continues to be an importer of wheat, its total receipts in 1917 amounting to 2,586,000 bushels. These imports, however, have been greatly diminishing in volume during recent years.

Practically all this grain, together with that used for domestic consumption, is handled in bags. While awaiting shipment at interior stations and at the ports, it is, for want of adequate storage facilities, stacked in huge piles in the open and covered with tarpaulins. This method, with the high cost of bags and the numerous handling charges involved, has proved an expensive operation, as well as retarding the movement of cereals.

Capacity of Elevators—Catalogues Desired.

The system now under consideration would consist of elevators of 1,000 to 10,000 tons capacity at interior stations, and of 20,000 to 50,000 tons capacity at the shipping ports. Such a system would greatly benefit the farmers, as well as facilitate the movement of this commodity.

Whether the elevators proposed will be State owned, or whether private enterprise or cooperative societies will be encouraged to undertake the construction and operation of same, depends entirely on the committee's investigations and recommendations.

In view of a possible opportunity for the sale of the machinery and installations necessary in equipping this system of proposed elevators, it is requested that interested American manufacturers send their catalogues to this consulate general to be placed on file in the commercial information bureau attached thereto, to which possible inquiries may be referred. Reports from grain-elevator companies and from cooperative grain-elevator societies are also desired.

High Prices for Swedish Horses for Germany.

Germans purchased at Västerås, Sweden, June 19, 126 horses for export to Germany, at prices ranging from 2,400 crowns (\$643) to 3,300 crowns (\$884).

RECENT JAPANESE FOREIGN TRADE STATISTICS.

Official Japanese figures recently issued give the value of the foreign trade of that country for the month of May, 1918, as 342,832,287 yen, compared with 220,207,956 yen for the same month last year. The normal exchange value of the yen is \$0.498. The trade for the first five months of this year increased to 1,450,316,699 yen from 957,668,114 yen for the same period in 1917.

The imports increased from 74,315,221 yen for May, 1917, to 144,225,852 yen for the same month this year, and from 363,289,933 yen for the first five months of 1917 to 697,384,746 yen for the corresponding period this year. The imports by classes with their value are given in the following table:

Imports.	May—		5 months ended May 31—	
	1917	1918	1917	1918
FOOD, DRINK, AND TOBACCO.				
In a natural state:	Yen.	Yen.	Yen.	Yen.
Rice.....	582,485	4,681,310	2,275,024	12,317,502
Beans and peas.....	790,603	1,791,933	3,750,920	9,777,634
Other.....	364,453	1,235,803	1,767,212	3,853,576
Total.....	1,743,541	7,709,046	7,793,156	25,948,712
Partly or wholly prepared:				
Sugar.....	215,860	968,238	1,133,625	5,874,307
Other.....	310,091	839,151	1,374,067	4,262,729
Total.....	525,960	1,805,387	2,507,692	10,137,036
RAW MATERIALS.				
Repessed.....	318,474	472,007	1,047,098	2,285,538
Hides and skins.....	454,146	1,007,142	2,323,342	5,331,480
Crude India rubber and gutta-percha.....	519,285	547,468	2,461,178	4,682,661
Chill salt-peter.....	796,826	1,522,596	4,084,334	5,279,781
Sulphate of ammonium, crude.....	42,306	7,982	2,225,907	36,238
Oil cake.....	6,629,694	7,994,354	23,580,998	37,488,010
Cotton, raw.....	22,433,946	53,189,522	137,657,866	270,892,085
Flax, hemp, jute, etc.....	1,467,550	1,076,489	6,404,433	6,393,632
Wool.....	2,069,396	3,284,056	16,650,166	31,985,878
Coal.....	705,507	1,316,959	2,484,022	5,846,129
Ores.....	1,341,522	1,581,242	5,908,872	7,303,710
Other.....	3,715,502	8,379,511	16,965,340	29,633,241
Total.....	40,404,150	80,470,318	221,963,976	407,158,338
MANUFACTURES FOR FURTHER USE IN MANUFACTURING.				
Leathers.....	172,218	301,089	794,241	1,265,388
Tanning extracts.....	11,002	100,890	391,884	503,546
Caustic soda and soda ash.....	1,086,118	85,818	3,633,279	6,163,291
Coal-tar dyes.....	333,821	999,599	891,982	4,170,731
Woolen or worsted yarns.....	31,251	29,487	347,432	192,822
Pulp for paper making.....	55,507	362,715	722,858	2,331,016
Iron, pig, ingot, and slab.....	1,759,657	4,541,344	5,181,175	16,848,483
Iron, bar, rod, plate, and sheet.....	11,485,825	19,033,015	41,238,398	97,808,992
Iron pipes and tubes.....	370,551	1,148,172	2,026,826	5,934,638
Lead, ingot and slab.....	576,291	1,049,306	3,332,775	3,596,888
Tin, ingot and slab.....	270,459	793,974	1,585,176	2,838,696
Nickel, ingot and grain.....	211,041	164,123	653,796	560,738
Antimony, ingot and slab.....	637,854	311,976	2,242,250	713,744
Brass and bronze, ingot and slab.....	1,382,753	673,228	6,170,217	552,044
Construction materials.....	292,451	1,989,588	1,136,257	8,509,921
Other.....	5,410,398	7,168,702	25,227,035	34,272,672
Total.....	24,087,207	39,035,026	96,300,571	186,263,638
ARTICLES WHOLLY MANUFACTURED.				
Oil, petroleum.....	165,837	498,435	1,264,186	3,109,901
Cotton tissues.....	190,937	614,830	1,239,715	3,032,415
Woolen tissues.....	346,854	1,045,519	2,630,785	4,999,853
Papers.....	339,099	789,131	1,521,328	3,035,818
Iron nails.....	113,816	750,185	1,023,590	2,475,940

Imports.	May—		5 months ended May 31—	
	1917	1918	1917	1918
	Yen.	Yen.	Yen.	Yen.
Steam vessels	150,000	818,780	622,300	2,541,515
Machinery	2,462,157	4,806,578	9,696,857	20,179,812
Other	3,228,885	5,416,432	14,345,569	23,721,462
Total	7,000,585	14,717,890	32,344,330	63,096,716
MISCELLANEOUS.				
Total miscellaneous imports	463,769	488,185	2,360,208	4,780,261
Total imports	74,315,221	144,225,852	363,289,933	697,384,746

Exports from Japan.

The Japanese exports for May were valued at 198,606,435 yen, compared with 145,892,735 yen for the same month in 1917, and for the five months ended May 31 to 752,931,953 yen, against 594,378,181 yen for the same period in 1917. The export trade by classes was as follows:

Exports.	May—		Five months ended May 31—	
	1917	1918	1917	1918
	Yen.	Yen.	Yen.	Yen.
FOOD, DRINK AND TOBACCO.				
In a natural state.				
Rice	2,628,497	932,824	7,496,403	3,862,259
Beans and peas	4,761,916	6,797,771	14,098,487	28,864,362
Aquatic products	859,059	952,406	5,358,870	5,396,543
Other	784,656	665,432	3,561,460	2,845,706
Total	9,034,128	9,348,433	30,515,220	40,958,870
Partly or wholly prepared.				
Tea	945,543	838,815	1,589,087	2,102,300
Sugar, refined	1,482,615	993,885	9,164,991	8,336,668
Sake	125,824	125,724	599,213	3,617,831
Beer	419,415	909,384	1,837,877	3,613,091
Colle or isinglass, vegetable	231,641	495,885	1,156,420	4,881,497
Comestibles, in tins and bottles	635,111	1,236,456	1,471,947	3,800,705
Other	4,170,226	8,220,235	13,321,684	26,210,851
Total	8,010,375	12,820,384	29,141,219	45,852,943
RAW MATERIALS.				
Waste silk	1,087,257	2,932,541	5,155,454	10,987,032
Coal	2,132,667	2,842,645	10,281,777	13,649,434
Wood	1,434,455	2,143,731	5,256,217	6,821,340
Other	3,722,689	2,091,899	9,559,972	13,064,485
Total	8,377,068	10,010,816	30,253,420	44,522,291
MANUFACTURES FOR FURTHER USE IN MANUFACTURING.				
Colza oil	772,210	148,484	3,130,284	658,455
Fish oil and whale oil	417,999	267,125	1,900,091	1,081,071
Sulphur	335,227	637,417	1,181,341	2,530,545
Camphor	395,515	539,056	1,866,129	2,180,077
Menthol crystal	222,247	197,488	762,071	800,607
Raw silk	29,541,447	31,872,718	134,362,409	123,369,291
Cotton yarns	18,308,063	9,413,793	62,181,915	44,889,664
Copper, ingot and slab	3,049,593	8,528,968	17,375,786	46,515,736
Zinc, ingot and slab	952,509	2,677,656	6,727,866	12,096,681
Plaits for hat making	1,215,729	1,076,704	4,335,248	4,608,800
Others	12,683,434	10,983,252	53,291,963	43,146,973
Total	67,893,958	66,360,461	287,115,603	281,867,905

Exports.	May—		Five months ended May 31—	
	1917	1918	1917	1918
ARTICLES WHOLLY MANUFACTURED.				
Leather manufactures.....	Yen. 522,506	552,693	1,888,577	1,819,351
Matches.....	3,102,037	2,035,328	11,636,438	8,730,723
Silk, habutae.....	6,339,242	3,536,214	25,180,057	18,788,491
Cotton tissues.....	18,141,586	10,342,356	77,857,847	44,783,214
Woolen tissues.....	783,835	694,308	2,255,564	2,817,895
Silk handkerchiefs.....	1,277,203	374,071	3,073,720	1,414,837
Cotton towels.....	379,805	364,035	1,303,900	1,582,609
Table cloths.....	168,284	193,605	871,689	1,169,397
Cotton undershirts and drawers.....	1,267,894	1,212,282	5,473,629	6,560,478
Other knitted goods.....	851,576	635,241	4,010,437	4,355,462
Hats, caps, and bonnets.....	703,414	413,395	2,326,914	2,641,026
Buttons.....	1,130,990	769,281	4,106,131	3,337,140
Papers.....	2,616,391	1,545,375	8,738,533	5,564,285
Potteries.....	2,655,348	1,330,571	7,604,744	5,203,335
Glass and glass manufactures.....	1,761,715	1,214,090	6,583,395	5,533,343
Mats and mattings.....	433,541	247,665	1,510,701	939,633
Umbrellas.....	401,088	214,550	1,911,064	1,285,772
Toys.....	744,894	764,184	3,900,523	2,584,620
Others.....	53,113,157	25,482,409	147,603,516	89,529,774
Total.....	96,394,506	51,921,653	317,837,409	208,691,385
MISCELLANEOUS.				
Total miscellaneous exports.....	2,138,343	2,189,050	16,644,837	13,909,032
Total exports.....	198,606,435	145,892,735	752,931,953	594,378,181

The imports of gold decreased from a value of 49,166,085 yen for May, 1917, to 7,584 yen for the same month in 1918, and from 116,151,861 yen for the first five months of 1917 to 356,585 yen for the corresponding period in 1918. There was no gold exported during the 1918 period, while shipments to the value of 20,855,355 yen were made for the month of May, 1917, and 43,365,259 yen for the first five months of that year.

The foreign trade of Taiwan (Formosa) for the first five months of 1918 was valued at 27,783,272 yen, an increase of 108,019 yen over the corresponding period in 1917. The imports increased from 7,947,066 yen to 13,998,121 yen, while the exports decreased from 19,728,187 yen to 13,785,151 yen. The imports into Chosen (Korea) also increased from 11,725,223 yen for the first five months in 1917 to 15,954,757 yen in 1918, while the exports decreased from a value of 6,542,199 yen to 5,171,814 yen.

MANUFACTURE OF SPIRITS FORBIDDEN IN SWEDEN.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

It seems that there will be a shortage of spirits in Sweden after October 1 this year. All spirit manufacture has been forbidden during the last years of the war, it being necessary to use all potatoes and grain for food. When the rationing period expires October 1 only a small reserve quantity will be left, and the wine merchants and restaurants will have to depend on import. Some quantities of brandy purchased for Swedish account are still lying in foreign ports.

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PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Woodenware, No. 5332.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 30, 1918, for furnishing and delivering in equal quantities each month from July to December, 1918, inclusive, 50,000 common chairs, 40,000 extension crutches, 6,060 potato mashers, 630 rolling pins, 5,520 typewriter tables, 90,400 bed trays with legs, and 36,000 butler trays.

Building construction, No. 5333.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 12, 1918, for a one-story wood frame receiving building 24 by 38 feet with shingle roof, ventilating, electric lighting, and plumbing systems complete, and three radio masts, at the naval air station, Miami, Fla. Refer to specifications No. 3163.

Hospital supplies, No. 5334.—Sealed proposals will be received at the Medical Supply Depot, United States Army, Washington, D. C., until July 29, 1918, for furnishing and delivering eye shades, head mirrors, chloroform inhalers, ear speculas, rectal speculas, wire-gauze splints, stethoscopes, clinical thermometers, tongue depressors, and folding operating tables. Refer to circular No. 840.

Medical Depot supplies, No. 5335.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 31, 1918, for furnishing and delivering in equal quantities each month from July to December, 1918, inclusive, the following: 8,000 yellow chamols skins, 535,000 feet of manila clothes line, 184,000 black silk-covered eye shades, 41,000 yards of white oilcloth, and 631,000 pairs of slippers.

Glassware and wicks, No. 5336.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until July 29, 1918, for furnishing and delivering in equal quantities, to be delivered each month from July to December, 1918, inclusive, glass-stoppered flint-glass bottles, chimneys for hand lamps, chimneys for stand lamps, medicine glasses, medium 12-inch by 20-inch mirrors, glass salt shakers and pepper shakers, ground-bottom glass tumblers, wicks for hand lamps, and wicks for stand lamps.

A list of firms engaged in the production of building materials in Argentina can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 97487.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 172

Washington, D. C., Wednesday, July 24

1918

CONTENTS

	Page.		Page.
Spanish export duties and embargoes.....	305	Agricultural notes from Scotland.....	310
Six months' exports from London to United States.....	305	Activities of Bureau of Fisheries' vessel.....	311
New regulations for British cotton industry.....	306	Danish branch company incorporated in Brazil.....	311
Import prohibitions into the Leeward Islands.....	306	Supplement to revised Enemy Trading List.....	311
Telephone systems in Brazil.....	307	Hog raising in Brazil.....	312
Industrial propaganda in Ecuador.....	307	Markets for iron and steel products.....	315
South African grain crop.....	308	Foreign loans issued in Japan.....	319
Trading stocks and after-the-war conditions.....	309	Offices of the Bureau of Foreign and Domestic Commerce.....	319
Fish from the Gulf region shipped north.....	309	Foreign trade opportunities.....	320

SPANISH EXPORT DUTIES AND EMBARGOES.

[Consul General Hurst, Barcelona, July 21.]

The Spanish Government by royal order has placed an export duty of 10 pesetas (\$1.93 par value) per 100 kilos (220.46 pounds) on common soap, effective from July 22, 1918. The same order prohibits the exportation of horses and mules, to be in force from July 23, and allows exporters of sweetmeats to forward from July 1 to December 31 the same quantity permitted during the corresponding period of 1917.

SIX MONTHS' EXPORTS FROM LONDON TO UNITED STATES.

[Consul General Robert P. Skinner, London, England, July 2.]

The aggregate of declared exports from London to the United States for the six months ended June, 1918, totaled only \$35,233,326, compared with \$88,348,502 for the same period in 1917, a decrease of \$53,115,176. The principal articles invoiced with their value during the first six months of 1917 and 1918 follow:

Articles.	January-June, 1917.	January-June, 1918.	Articles.	January-June, 1917.	January-June, 1918.
Rubber.....	\$34,611,850	\$3,615,091	Art.....	\$3,666,873	\$1,333,156
Precious stones.....	9,618,907	8,949,535	Hides.....	2,190,820	158,249
Tin.....	8,889,680	2,521,814	Wool.....	1,214,005	7,783
Furs.....	4,223,709	4,853,685	Tea.....	729,944	.....

Declared exports in the month of June, 1918, fell to the low aggregate of \$3,261,785, as against \$9,588,591 in 1917, totals which were the lowest of any month in both years up to the end of the respective half years. The falling off for the month in this year is due, of course, to the regulations affecting imports into the United States. Of the aggregate, precious stones accounted for \$893,712, compared with \$2,051,917 in May; tin for \$322,523 against \$473,845; furs, \$208,157 against \$926,952; rubber, \$154,751 against \$971,099; and art, \$23,811 against \$113,858. In respect to furs the month of June

usually shows a decline, and the value this year compared not unfavorably with that of \$210,633 in 1917.

For the three months April to June, 1917, the value reached \$43,493,244 and declined to \$18,494,862 this year, but was in excess of the aggregate for the first three months, which reached only \$16,728,464.

NEW REGULATIONS FOR BRITISH COTTON INDUSTRY.

[Consul Ross E. Holaday, Manchester, England, July 2.]

New regulations have just been issued by the cotton-control board with reference to Government work in the cotton industry. Spinning firms engaged on American and mixed cotton may obtain licenses to run as from July 8, 1918, in accordance with the following scale:

Government work.	Private work.	Working hours.
From 30 to 45 per cent-----	20 per cent	40
From 45 to 50 per cent-----	17 per cent	45½
From 50 to 60 per cent-----	15 per cent	50
Sixty per cent and upwards-----	15 per cent	55½

The conditions under which manufacturers can run extra looms or work increased hours are unchanged. The increased rates of levy are to be paid by mills running 50 or 55½ hours, but not by those running 40 or 45½ hours.

By arrangement with the control board the War Department (Cotton Textiles Office) will certify Class A priority certificates presented by its contractors requiring spinners to give priority over all private trade to orders needed to fulfill War Office contracts.

All firms, whether spinners or manufacturers, who apply for licenses to work extra hours or machinery on account of Government work must apply to the control board by the Tuesday in the week preceding that for which the application is made. This, however, does not apply in cases where licenses have already been granted, unless it is desired to vary the license.

Returns have to be sent to the control board of the amount of machinery engaged on Government and private work, and the actual weight produced for Government purposes.

IMPORT PROHIBITIONS INTO THE LEEWARD ISLANDS.

The British Embassy has sent an announcement, under date of July 10, that the following commodities are prohibited to be imported into the Leeward Islands by steamer clearing for Antigua from July 1, 1918, except under license from the Colonial Secretary: Arms and ammunition of all kinds; carriages; carts; wagons of all kinds, including bicycles; tricycles, chinaware; porcelain; clocks; confectionery; jams, jellies; doors; sashes; blinds; earthenware; pottery; furniture; glass; glassware of all kinds; jewelry; motor cars; motor bicycles of all kinds, but excluding Patagonite motor plows and trucks for agricultural purposes; musical instruments, including phonographs; gramophones; perfumery; perfumed spirits; plate; plated ware; silk manufactures; sparkling wine; liqueurs; toys; games of all kinds; traveling bags; valises; trunks; baskets of all kinds.

[A similar list of prohibited imports for Trinidad and Tobago was published in COMMERCE REPORTS for July 22.]

TELEPHONE SYSTEMS IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, May 28.]

The Companhia Telefonica, which is a subsidiary of the Rio de Janeiro Tramway, Light & Power Co., on May 27, 1918, opened to the public certain important lines which have been under construction for some time. This new service gives telephone communication between Rio de Janeiro and São Paulo, Santos, and many other cities of the States of Rio de Janeiro and São Paulo. A schedule of toll rates has been established, ranging from 1 milreis (\$0.25 American currency) to the nearest city to 8 milreis (\$2) for communication with Santos or São Paulo for 3-minute conversations, plus about one-third the initial rate for each extra minute. This company now maintains connections with over 200 cities in this part of Brazil.

A report of the Bureau of Statistics of the Ministry of Agriculture gives the following data on telephone service in Brazil for the early part of 1917 (kilometer=0.62 mile) :

States.	Tele- phones.	Length of lines.	States.	Tele- phones.	Length of lines.
	Number.	Kilo- meters.		Number.	Kilo- meters.
Alagoas	220	380	Parana	1,130	1,505
Amazonas	371	432	Pernambuco	790	1,570
Bahia	1,101	2,130	Piahy	84	127
Ceara	278	597	Rio de Janeiro	2,263	12,845
Federal District	13,936	97,500	Rio Grande do Sul	10,710	44,100
Maranhao	345	228	Santa Catharina	447	246
Mato Grosso	242	1,450	Sao Paulo	20,840	81,969
Minas Geraes	2,069	5,516	Sergipe	116	385
Para	962	4,229			
Parahyba	541	398		56,760	255,605

Figures are not available for the States of Espirito Santo, Goyaz, and Rio Grande do Norte, or the Acre Territory, where it is probable that the number of telephones is negligible.

Compared with a total of 15,203 telephones in 1907, this statistic shows an increase of about 275 per cent in the last decade.

INDUSTRIAL PROPAGANDA IN ECUADOR.

[Commercial Attaché William F. Montavon, Lima, Peru, June 1.]

An editorial in a recent issue of "El Telegrafo" of Guayaquil emphasizes the importance of developing domestic industries in Ecuador. It points out that the difficulties experienced since the outbreak of the war in Europe in obtaining the usual supplies of food-stuffs from the United States have resulted in an increased production of cereals. From July 1, 1917, to February 16, 1918, the shipments of flour from Ecuadorean wheat centers amounted to 11,050 quintales, or an average of 1,500 quintales per month. The largest amounts were produced in Cajabamba, Ambato, Tambillo, and Chimbacalle.

It is believed that the production of wheat can be stimulated to the point of supplying the domestic needs, and it is even hoped that considerable amounts of wheat and flour may be produced for export. Other branches of agriculture are also receiving more attention than formerly, and new interest has been aroused in the mining industry.

SOUTH AFRICAN GRAIN CROP.

[Consul William W. Masterson, Durban, Natal, May 22.]

The month of May in South Africa corresponds to September in the United States so far as the maturity of the maize crop is concerned. The greater portion of the crop has about reached maturity, but has not been gathered; in fact, a portion is still in an immature state, and under these conditions it will be impossible to give more than estimates of this season's crop at this time.

In the production of grain crops (corn, wheat, oats, and barley) Natal stands at the bottom of the South African Provinces, for it raises only corn and the yield is so small in comparison with the output of the three other Provinces that if Natal's maize crop were an entire failure it would make but a few points difference in South Africa's total grain yield for any year.

Yield May Be Little Below Normal.

It is generally admitted that throughout this whole country there has been an increase in the acreage of cereals planted, particularly corn, of 15 to 25 per cent, but owing to the heavy rainfall throughout the entire farming district since June, 1917, it is feared that the crop of cereals for this year may be below that of average years. In the latter part of March the Government issued a corn-crop estimate, which indicated that in the Transvaal (the largest maize-producing province of the Union) the average crop growth was 23 per cent below normal [see *COMMERCE REPORTS* for July 19, 1918]; in the Orange Free State, 18 per cent below; in Cape Province, 18 per cent below; and in Natal, 29 per cent below.

The final maize-crop return will not be available for some months yet. A great deal will depend on how late the frosts upcountry have been delayed, and how much the rains have retarded the maturity of the crop; but as the season has been particularly favorable since the issuance of the March estimate, it is thought that the corn crop will likely be little below the normal.

The total annual consumption of corn in the entire country amounts to about 7,500,000 muids (200 pounds to the muid), and the average crop for some few years back has been around about 10,250,000 muids. The estimate for this present crop earlier in the year, taking into consideration the increased acreage, was about 10,400,000 muids, but as a result of the unfavorable conditions caused by the unprecedented storms the crop will likely be 100,000 to 200,000 muids short of this estimate.

Price Outlook Uncertain.

The price outlook for the corn crop is not any too encouraging. Heretofore the surplus crop found a ready market in England, but owing to the decrease in shipping accommodations the surplus crop of last year was not wholly disposed of, some being left in the hands of the producers and the rest at the different seaports awaiting transportation. This season, with the shipping more limited than last, the surplus stock over and above what is consumed in South Africa stands a poor chance to leave the country in any quantity.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

TRADING STOCKS AND AFTER-THE-WAR CONDITIONS.

[Consul E. Haldeman Dennison, Birmingham, England, June 25.]

A special committee of the Birmingham Chamber of Commerce has prepared a memorandum on the question of financial risks attached to the holding of trading stocks after the war. The report states that while, on the whole, there does not at present exist a financial inability to hold trading stocks, such inability will exist after the war to a considerable degree, even as regards the restricted quantities of stocks that are likely to be obtainable. Further:

Taking trade as a whole, there will be serious depression after the war, owing to many factors which will operate. This depression will be great, immediate, and will continue for a long period. It will particularly affect the luxury trades. Among the reasons for this opinion are: The Government will immediately cancel the munition contracts; there will be a considerable shortage of tonnage and a serious lack of railway facilities, owing to inadequacy of rolling stock, etc.; much dislocation of trade and industry will be experienced during demobilization; trade organization, which was proceeding, will necessarily be delayed, pending the settlement of satisfactory relations between employers and employed; and much time will be occupied by works and factories in changing over from the production of munitions of war to the production of articles of peaceful commerce.

Committee's Recommendations.

With regard to remedies or palliatives, the committee makes the following suggestions:

A certain amount of control, both in the price and in the distribution of materials and commodities, will be desirable and necessary at the close of the war, but this should be withdrawn at the earliest possible moment. Treasury restrictions on the issue of new capital should be removed. Dividends should not be limited. Antidumping legislation should be enacted, providing at least for an additional customs duty equal to the difference between the invoice price for export and the fair home market value in the exporting country. A certain portion of the excess-profits duty now taken by the Government should be placed to reserve for the purchase and holding of trading stocks after the war. Repayment of excess profits in recoupment of later losses or deficiencies should operate over a period of at least four years instead of two years, as at present.

FISH FROM THE GULF REGION SHIPPED NORTH.

Excellent progress has been made in the cooperative work between the Food Administration, the Department of Agriculture, and the Bureau of Fisheries in shipping fish in carload lots from the Gulf coast to Nashville, Louisville, and Indianapolis. The first car reached Nashville on June 5 in excellent condition and was distributed in the three centers mentioned. The second car was due to leave the Gulf coast on June 22, for Nashville and Louisville, and the third on June 27, for Indianapolis. A few days after the first carload had been marketed the bureau's representative had placed orders for about 37,000 pounds of fish, and now estimates that these centers will be able to handle a minimum of eight carloads monthly from the Gulf region. To render the work more effective in this and other regions which may later develop, arrangements are being perfected to place a demonstrator in the field to teach the housewives how best to prepare the species with which they are unacquainted.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

AGRICULTURAL NOTES FROM SCOTLAND.

[Consul H. Abert Johnson, Dundee, June 26.]

Satisfactory Wool Season—Potato Crop.

The season appears to have been decidedly satisfactory so far as the wool harvest is concerned. Peculiarly favorable shearing weather was experienced, and the general opinion seems to be that the wool is much longer and heavier than that of the past few seasons.

Farmers are keeping a careful watch just now on their potato crops, which appear highly promising, although the ever-present danger of disease can not be overlooked. Potatoes in many cases are being grown under Government supervision, in order to obtain pure seed, true to type, for next season's planting. Farmers are urged to boil all diseased potatoes before feeding them to stock and to burn all stalks, instead of throwing them on the rubbish heap, as seems to have been the practice heretofore. It is earnestly recommended that potato plants should be liberally sprayed, for although this will not in all cases prove a sure prevention to disease, it is considered as a safeguard against "blight."

Dairying Situations—Lessons in Farm Bookkeeping.

Dairying does not appear to be a particularly attractive branch of farming just at present, yet anything like an extravagant curtailing of the milk supply would be fraught with obvious danger to the health of the Nation. The increased cost of labor, cattle foods, and live stock have largely added to the dairy-farmers' difficulties, and these difficulties are in danger of being alarmingly increased during the coming winter.

The latest method of levying income tax having brought home to farmers the importance of the subject of bookkeeping, the North of Scotland College of Agriculture has decided to appoint a lecturer in bookkeeping, while small and large farmers are to be advised as to the suitability of books for the systematic keeping of their accounts.

Hay, Wheat, and Turnips.

Hay cutting has started in the vicinity of Dundee and the crop is highly satisfactory, being composed of a large admixture of clover.

Autumn-sown wheat is just coming in the ear, and if favorable weather holds out an abundant crop is expected.

The turnip crop is said to be little short of a complete failure as regards healthy sprouting, more especially in stiff clay soil, and second sowings have been quite generally resorted to. The crop of swedes will, it is predicted, prove deficient.

Applications for New Holdings—Increased Area under Crops.

The board of agriculture of Scotland recently stated that it had received 217 applications for new holdings and 47 for enlargements during the year 1917, an important number of these applications having been from soldiers and sailors now on active service. Since the institution of the small land-owners' scheme in 1911, 580 applicants for new holdings and 408 for enlargements had obtained entry, while 444 other cases were under consideration.

Dealing with the increase of cultivated land in Scotland, the board pointed out that by June 4, last, the Scottish farmers had put under the plow in 1917, 55,560 acres more than were cultivated in 1916, whereas they had been asked for an increase of only 50,000

acres. The prolongation of the war called for a further increase for 1918 of 300,000 acres, which represents a shrinkage of land under rotation grass of about $17\frac{1}{2}$ per cent, and under permanent grass of $7\frac{1}{2}$ per cent. The board appears to be confident that this figure will be closely approximated within the scheduled time.

ACTIVITIES OF BUREAU OF FISHERIES' VESSEL.

A report of the Bureau of Fisheries says that the steamer *Roosevelt* has rendered very valuable service in rescuing several cannery vessels in the ice fields in Bristol Bay, and after a long search took 21 persons from a camp on an ice floe, where they had taken refuge after the cannery ship *Tacoma* had sunk. The cannery ships *St. Nicholas*, *Centenniel*, and *Star of Chile* were also brought to safety. It is said that the *St. Nicholas*, with more than 300 people on board, including 115 of the *Tacoma's* compliment, would probably have been a total loss inside of 12 hours, and the *Centenniel*, with 161 persons on board, would not have lasted another week. The *Star of Chile*, which had 220 persons aboard, was in no immediate danger. The *Roosevelt* was actively engaged on this work for about 16 days from the time of departure from Unalaska on May 27, and at times broke through 16 feet of ice.

The *Roosevelt* sailed from the Pribilofs for Seattle on June 22 with a cargo of 3,104 sealskins in 139 barrels, 104 fox skins, 25 barrels of blubber, and 84 assorted domestic hides from Port Levaslief, and 438 sealskins in 31 barrels, 607 fox skins, and 953 sacks of unground and 300 sacks of ground bone taken aboard at St. George Island. Preliminary reports indicate that the vessel was delayed a day or two at Akutan, where it had stopped for fuel oil, on account of a broken steam pipe, but it is expected to arrive at Seattle early in July.

DANISH BRANCH COMPANY INCORPORATED IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 10.]

By decree of May 31, 1918, the President of Brazil has authorized the Sociedade Anonyma Companhia Geral Commercial do Rio de Janeiro (General Commercial Co. [Ltd.] of Rio de Janeiro) to begin operations in Brazil. The declared capital of the company is \$50,000 (American currency), divided into shares of \$250 each.

This corporation is really a branch of Det Almindelige Handelskompagni (the General Commercial Co.), of Copenhagen, Denmark, which has offices in New York City and subsidiary companies in various South American countries, as well as in Europe and the Far East.

Mr. E. E. Bechtinger, an American citizen, is to be the local manager of the General Commercial Co. •

SUPPLEMENT TO REVISED ENEMY TRADING LIST.

A revised cumulative supplement to the Enemy Trading List has been issued by the War Trade Board, which contains additions, removals, and corrections from March 15 to June 28, 1918. These names appeared in COMMERCE REPORTS at the time action was taken on them.

HOG RAISING IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 4.]

The following information concerning hog raising in Brazil was prepared by Mr. Benjamin H. Hunnicutt, director of the agricultural school at Lavras, State of Minas Geraes, Brazil. Mr. Hunnicutt, who is an American, is giving valuable service in his capacity as director of this institution, and he is primarily responsible for the organization of the first corn show held in this country last year. Mr. Hunnicutt is also devoting his activities to other phases of agriculture, and at the cattle show just closed he was awarded a number of prizes on thoroughbred hogs raised in this country.

State of Minas Geraes Leading in Number of Hogs.

According to the census of 1912-13 the total number of hogs in Brazil was estimated at 18,399,000 head. Of this number the State of Minas Geraes had 6,716,000, or about 36 per cent of the whole. Second in order came the State of Bahia, with 2,410,000; then followed Rio Grande do Sul, with 2,204,000, and São Paulo, with 1,934,000. None of the other States reached the million mark.

The State of Minas Geraes, having more than one-third of the whole number of swine raised in the country, occupies the first place. Various causes contribute to this supremacy—good lands, large number of farms, excellent pastures, abundant streams of water, and a favorable climate. Due to the great altitude of the district devoted to the raising of hogs, the diseases common to them appear less frequently among the herds, and the climate, being neither too hot nor too cold, furnishes another favorable condition.

On the large farms, such as are found in Bahia, Goyaz, and Paraná, and in some of the other States, the raising of hogs is not favorable as a rule. The districts which furnish the largest number of hogs are always those in which the farms are comparatively small, where the farmer gives his attention principally to the cultivation of his fields, and where all the farmers are raising hogs on a small scale. One of the principal points in favor of Minas Geraes is the fact that in this State are the largest number of milk cattle, which is an important asset to hog raising owing to the supplies of skim milk, buttermilk, and the whey from cheese. In Minas almost all of the farms have at least a small number of cows for the production of milk. Generally the cream is sold to the butter factories, or, as is often the case, the farmer makes his own butter and cheese. In any case he makes use of these by-products for feeding his hogs.

Besides supplying its own population of 5,000,000 people the State of Minas exported as the product of the swine industry in 1915 about \$1,345,750 worth in United States currency.

Products of Other States.

The State of Bahia comes second in order of production. In the interior of the State, where the altitude is sufficient to mitigate the climate, the raising of hogs ought to be very prosperous. The products of this industry scarcely supply the local consumption.

The State of Rio Grande do Sul also possesses many of the advantages which the State of Minas enjoys. This State makes and exports the largest quantity of lard. In 1914, 775,000 hogs were

slaughtered, which yielded 85,250,000 pounds of lard, valued at \$7,750,000 United States currency. The greater part of the production is exported.

When the 1912-13 census was taken the State of São Paulo had less than 2,000,000 hogs. This, however, does not represent the exact value of the swine industry in this State, as many hogs raised in other States, especially in Paraná, are shipped here and fattened. Most recent statistics show that the State now has about 3,000,000 hogs, and a large number of pure-bred hogs are going into the State right along.

There are several other States that offer considerable advantages in the raising of swine, such as Parana, Rio de Janeiro, Goyaz, and perhaps Pernambuco and other States of the north. This industry has not attained in any of these States the desired development.

Superiority of the Native Stock.

The basic native stock generally found throughout Brazil is far superior to the original razorback stock in the United States. By this we mean that the hogs generally found in Brazil which have not been improved by the introduction of any pure-bred stock are superior to the hog stock in equal circumstances in the United States.

In this country there are found some domestic types more or less fixed which are generally classified as distinct breeds, although there are wanting in them certain elements that are considered necessary to justify this classification. Thus there are four breeds of hogs, the names of which make a distinction between the very large animal, the medium size, and the small hog. Besides these there is another group, which includes all the other native hogs. The first three of these classes furnish a large quantity of lard and the weight of the animal is enormous. Although they possess certain characteristics that are fixed, yet they are not breeds in the true sense of the word. These domestic types merit the attention of the producers. All of these types have two very serious defects—slowness in their development and a lack of uniformity. In addition to this, they are of an extremely heavy lard type and are not very proper for export purposes. By selection and judicious crossing these defects can be corrected.

Experiments With Foreign Breeds.

Various experiments have been made in the country with the best foreign breeds. The breeds that have been tried in Brazil are the following: Yorkshire, Tamworth, Berkshire, Poland China, Duroc Jersey, Large Black, and Mule Foot. The bacon breeds have not proven satisfactory for two reasons. One is the fact that the predominant food for hogs throughout Brazil is corn, which is much more proper for fattening hogs than for raising bacon types. The other reason is that there has been up to the present time no demand for anything but the extreme lard type of hog. It remains to be seen what effect the demands of the modern packing houses now being built will have on the hogs. The Mule Foot and Large Black are being tried out in various parts of the country, and it remains to be seen whether they will make good. The three main breeds grown in the United States—the Berkshire, Poland China, and Duroc Jersey—have been tried very extensively, and there are a number of pure-bred

herds established in the country. The large demand of the packing houses, which are constantly looking for a type of hog such as is commonly produced in the United States, has brought a tremendous stimulus to better hog breeding in Brazil. As is true in the United States, and no doubt in Brazil, these three breeds will do well, according to the different districts where they are tried. Some sections will be more favorable to one of the breeds than the other. However, the adaptability of the Duroc breed to Brazil is very noticeable. The experiments that have been made with this breed have been very successful. It has maintained its desirable characteristics, being especially valuable due to its being prolific and hardy, has good pasture qualities, and the fact that it makes an excellent cross on the native hog. It also produces a medium lard-type hog, that meets the demand of the native market and at the same time is a profitable hog for selling to the packing houses. The experiment which we made in our Lavras Agricultural School with a Duroc of our own breed showed the following results: Original weight, 226½ pounds, August 6, 1915; final weight, 486½ pounds, November 8, 1915; gross weight, dressed, 395.12 pounds; refined lard, 198 pounds. This hog showed an average daily gain of 2½ pounds.

This breed is very prolific. On the farm at the agricultural school one imported sow has already produced 9 litters, with a total of 95 pigs, an average of 10½ to a litter. This sow is now 5 years old and continues to bear. A daughter of this sow, born in Brazil, has a litter of 11 pigs. The average of all the litters of Duroc Jerseys at the school is 9.6 for 219 pigs. It is a recognized fact that this breed crosses well with the native hogs, and the results obtained by those who have made the experiment is proof of this. The pigs are more hardy, mature earlier, and yield a greater weight. As a rule the crosses with the Duroc Jersey yield when fattened from 30 to 60 pounds more than the native hog at the same comparative size.

The Exportation of Hog Products.

Dr. Teniciro Icibaci says that the State of Goyaz could easily sustain a swine population of 10,000,000 heads, while in fact it has but 800,000. There are other States that could easily maintain a swine population of from five to ten times larger than they have.

Everything indicates that there is the possibility of Brazil not only supplying the national market but also of exporting chilled hogs and hog products in large quantities. Up to the present the exclusive demand in Brazil has been for the heaviest possible type of lard hog. There are now in operation or under construction at least 10 modern packing houses in Brazil, practically all of which will kill hogs. These packing houses will create an enormous demand for what is generally known as a packing-house type of hog in the United States, and we must plan to breed and fatten hogs such as are suitable for their use as well as continuing raising the lard hog for local consumption.

The native breeds should be improved by selection and by crossing. Crossings of pure blood with the native sows for the producing of fattening hogs should be encouraged.

It is important to increase the industrial agencies for making lard and other pork products.

MARKETS FOR IRON AND STEEL PRODUCTS.**ALGERIA.**

[Consul Arthur C. Frost, Algiers, May 16.]

There have been practically no building operations in Algeria since the beginning of the war, and, except for necessary repairs or for certain special purposes connected with the war, no construction is probable until normal times are restored. When peace comes a considerable building activity is inevitable; there will then be a large demand for structural material of all kinds. It may be noted, however, that native rock constitutes the chief material for building constructions throughout Algeria, and iron beams, supports, pillars, and the like are not used extensively as in the United States.

The building trade is favorably disposed toward American products, but American exporters will need to offer attractive terms to reputable dealers if business is desired with this territory. They must be in a position to offer a reasonable guaranty for deliveries and should endeavor to ship direct to Algiers rather than via French ports, a route which entails considerable delay as well as additional expense in transshipment.

There are no steamers now sailing directly from the United States to Algeria. Governmental restrictions and the very limited tonnage available via French ports restrict purchases to commodities of prime necessity. A direct steamship service operating regularly, perhaps once a month, or every six weeks, would be a vital factor in developing commerce with North Africa.

A list of dealers in metal products in Algiers may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 102559.]

ARGENTINA.

[Consul Wilbert L. Bonney, Rosario, May 14.]

The importation of iron and steel and their products, especially black and galvanized plates, wire, tubing, and tin plate, is an important business in northern Argentina, although the district is almost entirely agricultural and lacks great industrial plants. The largest individual purchasers of iron and steel are the railways, which are principally owned by British and French interests, who have in the past naturally preferred to buy in the European markets. It is possible that under existing conditions some trade in materials and equipment might be developed with these railroads. [A report published in **COMMERCE REPORTS** for Oct. 29, 1917, gives the addresses of the head offices of these railroads.]

Large British houses have been represented in the Argentine markets for a great many years, their connections are well established, and they advertise locally and canvass the trade regularly. The local importing houses and branches are not specialized to such an extent that each house represents a special line of materials or machinery, but every large agency makes a business of importing everything pertaining to several lines, and when specialized machinery is called for these houses act as jobbers. They also sell upon commission articles that are required to complete their stock. Thus a large importing house handles raw materials, equipment, supplies, parts, accessories, and implements for several general lines and has facilities for placing

orders upon commission, and even for manufacturing articles that they do not keep in stock. They issue their own catalogues and have salesmen in the country districts.

Establishing American Trade With Argentina.

Certain American factories are also entering the field in the same way, while several American manufacturers of special lines have long-established connections, either direct or through British importing houses, so that many American heavy imports are well and favorably known. The distances in northern Argentina are comparatively great, and commissions and profits are high, so that distributing expenses are large. There are a number of local foundries which deal in second-hand metal of all kinds and make parts and castings, but they are not a large direct factor in the importing trade. From the nature of the district and its stage of development it results that the demand is scattered, as there is no large industrial center to absorb quantities of raw metal and similar materials.

In view of the competition which must be met in entering this market it might be more conducive to the desired result if several American producers would act together in maintaining a stock of goods in Buenos Aires. In interviewing local interests it appears that the greatest desideratum with them is a large stock of necessary materials in Buenos Aires, where they can buy at short notice, especially in view of the shipping difficulties now existing. The usual terms in this district were formerly 90 days' time, but at present urgent orders are accompanied by cash in New York. However, dealers feel that they should have the privilege of inspecting goods before payment, and when the urgency of the present situation has passed they may insist upon that privilege.

[A list of the principal importers of steel, iron, machinery, and hardware in Rosario may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 103700.]

CHILE.

[Consul John R. Bradley, Punta Arenas, May 21.]

The demand for steel products in the Punta Arenas district is considerable now and a great demand is anticipated in the future. This territory has been largely devoted to sheep raising, but a period has now been reached in its industrial history in which the factories located here will be enlarged and new ones organized.

Some of the articles principally in demand and on which no duty is paid are galvanized corrugated iron, tin plate for canning works, smooth black and galvanized wire (for fencing sheep farms), miscellaneous hardware of all kinds, farm implements, machinery and appliances for meat freezing and canning works and for soap factories, sawmill machinery, and butchers' tools.

The usual credit terms here are 90 days, and it is essential that these terms be granted. Practically every business house in the territory is in a very prosperous condition and many of them could pay cash, but as 90 days and even more favorable terms have been the custom, to do an extensive business it is in most cases necessary to meet these terms.

American goods are favorably received here by the trade, and owing to the general prosperity and the inability to secure goods from

Europe this is a particularly favorable time to obtain a foothold here.

A list of firms in Punta Arenas that might be interested in handling iron and steel products is transmitted [copies of which may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 103587]. Although there is a wide knowledge of English in this port, which is the distributing center for a large and wealthy territory devoted principally to sheep raising and industries arising therefrom, it is preferable that correspondence with these firms be conducted in Spanish.

CHINA.

[Vice Consul Raymond C. Mackay, Hankow, May 28.]

At the present time there is a fairly large demand in the Hankow district for steel products, especially galvanized-iron sheets, angle bars, and reinforced concrete materials such as corrugated bars. The following table gives the quantity and gold value of certain steel products imported into Hankow during the years 1913, 1916, and 1917:

Articles.	1913		1916		1917	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Iron and mild steel, new:						
Angles.....	488,800	\$8,627	220,533	\$6,963		
Bars.....	5,123,333	90,694	5,708,533	209,556	3,825,733	\$184,967
Channels.....	5,067	97	9,867	254	40,933	1,841
Fishplates and spikes for rail-ways.....	1,382,667	29,194	300,000	6,207		
Joists.....	49,067	901	13,733	563	183,733	7,955
Pipes and tubes—						
Cast.....	917,067	25,043	821,867	27,374	645,467	34,004
Wrought.....	247,067	9,444	419,867	13,592	358,667	19,092
Plate cuttings.....	4,060,400	49,681	1,004,133	20,799	172,408	5,269
Sheets and plates.....	2,603,467	51,574	2,793,467	106,031	706,533	45,617
Tees.....	1,467	29				
Iron and mild steel, old:						
Angles.....						
Bars.....	31,333	329	661,333	8,751	1,333	119
Plates.....	91,867	872	51,600	738	8,667	224
Pipes and tubes.....			11,467	142		
Galvanized iron sheets:						
Corrugated.....	2,064,533	65,312	726,800	54,581	146,133	16,709
Plain.....	2,213,067	82,170	1,267,733	96,475	286,533	32,899
Galvanized iron tubes, welded.....	39,333	1,305	148,133	11,282	53,333	4,171
Steel:						
Angles.....	4,287	80			19,067	1,062
Bars.....	344,400	9,907	15,333	738	149,133	9,224
Sheets and plates.....	32,800	1,400	89,467	9,019	5,600	593
Tubes.....	7,733	269	24,400	2,309	11,867	1,664

ENGLAND.

[Consul E. Haldeman Dennison, Birmingham, May 31.]

In normal times there is a very considerable demand in Birmingham for structural steel shapes, plates, and bars, and also plain and galvanized-iron sheets, but as they are all manufactured in this district the requirements of the local market have been supplied from the local iron and steel works, or at least from similar works within easy reach of this district. Nevertheless, when market considerations have been favorable such goods have been imported from the United States as well as from other foreign sources of supply.

There is a tendency in the British iron and steel trades to expect some interference with free import of foreign material after the war.

This may mean that British producers are preparing, or will be prepared, to supply consumers with enough material at the lowest possible prices, or it may mean that producers hope to maintain war prices while the consumers of other nations have free access to abundant supplies of cheap iron and steel. The present demand for steel exceeds the supply, and when normal times return the demand will probably be vastly increased by the reconstruction of all the devastated areas in Belgium, France, and Russia.

Central Board Advocated for Allocation of Steel Orders.

The British Iron and Steel Institute is of the opinion that if the steel trade of Britain is to hold its own in open competition with the other steel-producing countries of the world, it will be necessary, among other changes, to have a central board to which all orders will go and from whence the work will be allocated to the different works according to their ability to do it. This would save the enormous amount of capital at present locked up in stocks of rolls. Many works have rolls for practically all the British standard sections, and change the rolls as required to suit orders. If the orders were sent from a central board, mills could be kept on the work allocated to them for a long period, thus reducing the amount of roll changing and also the cost of production. It would also enable works to roll only such material for which their mills are best adapted. The elimination of foreign competition caused by the war has obliged British manufacturers to develop their plants in a manner they never could have hoped to attain in times of normal competition, and this development of rolling and other manufacturing plants has placed British industry on a sound foundation from which to work up the trade in plates, sheets, and structural steel of all kinds.

There is no ground for supposing that Great Britain will not be more powerful and efficient as a manufacturing nation after the war than it was before the outbreak of hostilities. The iron and steel trades have become more self-contained than ever before. Just as the former reliance on foreign sources of raw materials has perhaps gone forever, so it is thought that an end has been put to the large importation of cheap foreign steel to supplement the home output.

[Consul Augustus E. Ingram, Bradford, May 24.]

Probable Post-War Demand for Structural Steel in Bradford.

During the past three or four years building operations have been practically at a standstill in England, as no contracts exceeding £500 (\$2,433) can be entered into without a Government permit. The only important buildings erected recently have been munition works and factories engaged on Government work. At the termination of the war there is every indication that there will be a revival of the building industry here and the erection of factories and warehouses to meet the demand of textile manufacturers, Bradford being the center of the wool industry in this country. For this purpose quantities of structural steel will be required.

The engineering firms and machine makers, who are all now engaged on Government work, will eventually revert to their own particular lines of business and will require supplies of steel such as rounds, flats, squares, and angles. At the present time, according to

trade reports, demands for material are as keen as ever, but the general increase in production enables makers in most districts to keep pace with requirements.

[Consul Hugh H. Watson, Liverpool, May 31.]

American Iron and Steel Products Used in Liverpool District.

There is at all times a large demand in Liverpool and the surrounding district for various classes of steel products, such as structural steel, shapes, plates, and bars. There will be an abnormal demand after the war, which, it is believed, the home manufacturers will be unable to meet.

One of the largest merchants and importers handling the classes of goods referred to states that prior to the war large quantities of continental beams, channels, riveted girders, etc., were largely used in Liverpool and the surrounding district, and that occasionally imports of American beams, angles, and channels arrived. A considerable number of shipping plates were also imported from the United States. It is probable, however, that American materials will have the preference over other imported articles after the war, and that there will be a large increase in the trade in American steel products. Prior to the war the firm referred to imported large quantities of bar iron and steel sheets; galvanized sheets were not imported, England being a great producer of this latter article. It is thought that home manufacturers will retain supremacy in the galvanized trade, but there will probably be a big opening for American wire rods, wire, and nails, all of which were formerly imported from the Continent. Tin plates and sheet bars will also continue to be largely imported after the war.

[A list of the principal importers of steel products in Liverpool may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 102938.]

FOREIGN LOANS ISSUED IN JAPAN.

[Excerpt from Japan Gazette of June 14, transmitted by Consul General George H. Seidmore, Yokohama.]

Returns issued by the Department of Finance show that foreign bonds issued on the Japanese market since August 1, 1914, up to the end of last month, totaled 676,445,600 yen (\$336,869,909). Of these, British bonds amounted to 185,174,390 yen; French bonds, 77,708,033 yen; Russian bonds, 388,563,257 yen; and Chinese bonds, 25,000,000 yen.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **district and cooperative offices**. Request for each opportunity should be on a separate sheet and **state opportunity number**. The **Bureau** does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural supplies-----	27212	Military supplies-----	27208
Cereals-----	27217	Pharmaceutical products-----	27213
Electroplated ware-----	27216	Pork products-----	27214
Farming implements and machinery-----	27212	Raw cotton-----	27211
Flour-----	27217	Seeds-----	27212
Food products-----	27213	Tires and rubber goods-----	27215
General representation-----	27218	Towels, napkins, etc.-----	27208
Jewelry-----	27209	Uniform cloth-----	27208
Locks-----	27210	Watch chains-----	27208

27208.*—Uniform cloth, military clothing, caps, spurs, mosquito netting, sheets, table napkins, towels, cuffs, handkerchiefs, helmets, and all kinds of military supplies are desired by a foreign military officer. Samples of uniform cloth showing color and quality desired may be examined at the Bureau or its district offices. (Refer to file No. 103232.) Further information and complete list of articles desired, showing present quotations, may be had on application to above-named offices. Correspondence should be in French.

27209.*—An agency is desired by a man in Spain for the sale of watch chains and other jewelry. Correspondence may be in English. Reference.

27210.†—A man in Peru wishes to purchase locks of various sizes. Two samples showing the style desired may be examined at the Bureau or its district offices. (Refer to file No. 20103.)

27211.*—An agency is desired by a man in Spain for the sale of raw cotton. Correspondence may be in English. References.

27212.†—A banker in Bolivia desires to represent American manufacturers of modern farm tools and machines for farming, also producers of seeds and other materials for agricultural purposes.

27213.*—An agency is desired by a man in France for the sale of food products, pharmaceutical products, and any other products for which there is a sale in France. Correspondence should be in French.

27214.*—A general commission merchant and exporter in the Canary Islands desires to secure an agency for the sale of pork products. Payment will be made upon delivery of shipping documents at destination. Correspondence may be in English. References.

27215.*—A man in Switzerland wishes to secure an agency for the sale of pneumatic tires for motor cars, solid bands, motorcycle and bicycle tires, and other rubber goods connected with the automobile and bicycle trade. Correspondence may be in English. Reference.

27216.*—A company in China is in the market for electroplated ware on nickel consisting of entree dishes, cruet stands, cake dishes, butter and jam dishes, and similar articles. Goods should be strongly packed. Correspondence may be in English. References.

27217.*—An agency is desired by a man in a Spanish insular possession for the sale of cereals and flour. Payment will be made upon delivery of shipping documents at destination. Correspondence may be in English. References.

27218.†—A firm in Chile desires to represent American manufacturers in Chile and Bolivia. General lines are desired, preferably on a commission basis. Correspondence may be in English. Reference.

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Washington, D. C., Thursday, July 25

1918

CONTENTS

	Page.		Page.
Crop prospects in São Paulo.....	321	Request for trade journals from	
Swedish coal mines in Spitzbergen.....	321	Burma.....	329
Rules governing sale and export of		Laces and embroideries in Venezuela.....	330
caustic soda.....	322	Reduced production of Henequen.....	330
Summer fishing season in Norway.....	323	Overproduction of hemp in New Zea-	
Japan's cotton cloth exports.....	324	land.....	330
Prices of dried fruits in the United		Exports of breadstuffs, meats, etc., for	
Kingdom.....	324	Isenl year.....	331
Condition of Birmingham's industries.....	325	Tannery for Jutland.....	331
Mexico's mineral production in 1917.....	325	The spice trade of South Africa.....	332
Regulating prices of foodstuffs in Uru-		Purchase of electric locomotives for	
guay.....	326	Swiss railway.....	333
Japan's export of raw silk.....	327	Fuel oil for Japanese navy.....	333
Olive-oil reservoirs to be established in		Increase in South African railway	
Stavanger.....	328	rates.....	334
German taxation of manufactured pig		Colombia holds financial conference.....	334
iron.....	328	Screw fastener for wool bales.....	334
Swedish Chamber of Commerce in		Government wool-purchase scheme in	
Switzerland.....	328	South Africa.....	335
Petroleum development in Colombia.....	329	Flatware in Bolivia.....	335
Fisheries laws to be enforced.....	329	Foreign trade opportunities.....	336

CROP PROSPECTS IN SÃO PAULO.

[Cablegram from Consul Robert L. Keiser, São Paulo, Brazil, supplementing despatch published in COMMERCE REPORTS for July 10.]

Yield of castor beans for 1918 practically nil and yield for 1919 impossible to forecast with accuracy, but probably 2,000,000 bags. Coffee now being gathered yield 8,000,000 bags. Yield for 1919 estimated at 3,000,000 to 5,000,000 bags, and in 1920 at 4,000,000 to 6,000,000 bags. Unofficial estimates based on State of São Paulo only, which furnishes 90 to 95 per cent of exportation of these commodities through Santos.

SWEDISH COAL MINES IN SPITZBERGEN.

[Consul General Albert Halstead, Stockholm, Sweden, July 2.]

If the reports in the Svenska Dagbladet of June 30 are correct, the coal mines of Spitzbergen will gradually become an important source of supply of coal for Sweden. At present 85 men are employed at the mines, and 1,000 metric tons can be mined per month. Next year it is hoped that the output will be 30,000 metric tons and in 1920 120,000 metric tons. Three thousand metric tons of Spitzbergen coal are expected in Sweden this summer, and an ice breaker is being built in Norway to keep the line of sea communication open during the winter.

The coal is reported as inexhaustible and to be of excellent quality, with veins 3 feet in thickness. A harbor 11 feet 5 inches deep, with a quay 487 feet in length, meets present requirements, but the quay is to be lengthened by 163 feet this summer and the harbor dredged to 18 feet 8 inches.

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67976°—18

RULES GOVERNING SALE AND EXPORT OF CAUSTIC SODA.

The United States War Industries Board and the United States War Trade Board jointly announce the following rules and regulations with respect to the sale for export and the exportation of caustic soda:

On and after August 1, 1918, manufacturers of caustic soda in the United States will not enter into any contract for the sale of caustic soda with any person in the United States for the purpose of exporting the same unless and until advised by the prospective purchaser that a United States export license covering such caustic soda has been duly obtained and the number thereof is furnished.

Manufacturers will not sell on and after the above-named date caustic soda for domestic consumption unless the purchaser agrees not to export same nor to sell same for export, and if it is resold in the domestic market to exact or cause to be exacted a similar agreement from each and every subsequent purchaser.

On and after August 1, 1918, the United States War Trade Board will not license for exportation caustic soda to any destination until the applicant has filed a statement showing either—

(a) That on August 1, 1918, the applicant did not own or have any interest in any contracts for the sale of caustic soda to be exported from the United States; or

(b) A list of all contracts with purchasers abroad existing on August 1, 1918, for the exportation of caustic soda which had not been exported on that date showing (a) the names of the purchasers abroad or consignees; (b) the dates of the contracts; (c) the quantities; (d) the price paid or contracted to be paid therefor; and (e) if the applicant on August 1, 1918, owned or had any interest in the title to the caustic soda to be exported, the place or places of storage on or about that date, or if in transit on August 1, 1918, from an inland point within the United States, the date of shipment from such point and port of exit in the United States to which such shipment was destined.

On and after August 1, 1918, applicants for licenses to export caustic soda will also be required to state on their applications whether or not they have acquired any title or interest in the caustic soda which it is proposed to be exported, and if the caustic soda is in existence, the place of storage in the United States, and to agree that in the event an export license is granted not to ship or permit to be shipped under such license any other caustic soda than that specified in the application.

The foregoing requirements are supplemental to the regulations contained in circular letters issued by the United States War Trade Board under date of March 30 and May 21, 1918. For the convenience of exporters the regulations with respect to caustic soda have been consolidated and revised into one ruling (W. T. B. R. 175, issued July 26, 1918). Copies thereof may be obtained upon application to any branch office of the War Trade Board on and after July 27, 1918.

Consul H. Abert Johnson reports that for the first time in the history of the institution the Dundee Royal Infirmary, at Dundee, Scotland, has women alone as house physicians and surgeons.

SUMMER FISHING SEASON IN NORWAY.

[Consul General Marion Letcher, Christiania, July 3.]

The following is a translation of an article in the *Morgenbladet* of June 19, 1918:

Mackerel fishing along the north coast began early and was carried on briskly. It is reported that the catch was especially large along the western and southern coasts, and that it was also good along all of the Norwegian waters, extending to the Swedish boundary.

The catch of mackerel was last week announced as being more than 3,500,000 fish, so that the total will reach about 7,000,000. There were more persons engaged in fishing than usual, and at the same time the counting of the fish was done with greater accuracy. About 2,000,000 fish have been brought into Christianssand and Lillesand, 2,500,000 to Fredriksvern and eastward to Hvaler, while only about 1,000,000 fish of the rich catch has been brought into the harbors along the west coast.

It is, however, very difficult to obtain fresh fish, especially mackerel, in the large cities, and this is especially true of Christiania. In other years the total catch has never reached 8,000,000 until the month of August, and it has always been easy to purchase.

Finmarken Fisheries.

The poor codfish season of the winter has been replaced to a great extent by the much better spring cod catch along the coast of Finmarken. The amount of spring cod caught already is greater by one and a half times than the total catch in the Lofoton region this year, in which 16,000 fishermen were engaged, while along the coast of Finmarken only 9,311 men participated. The total catch and the uses to which it was put this year compared with former years is shown in the following table:

Disposition of catch.	1915	1917	1918
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Total catch.....	61,730,000	23,260,000	52,420,000
Dried, unsplit.....	20,310,000	2,620,000	24,840,000
Salted, split.....	37,620,000	16,940,000	7,970,000
Fish for Russian markets.....	2,990,000	50,000	12,960,000
Stock fish.....	4'0, (0)	.....	610,000
Packed in ice.....	333,000	680,000	1,600,000

In addition to which, in 1918 there were 3,696 barrels of steam-cooked cod-liver oil and 10,668 hectoliters (hectoliter=26.417 gallons) of liver for ordinary cod-liver oil. In 1915 the corresponding figures were 6,449 barrels and 753 hectoliters.

The price for fish went down to 18-25 øre (\$0.048-\$0.067) in several places in Finmarken, but the average price was from 20-30 øre (\$0.05-\$0.08). For the liver the price was 60 øre (\$0.16), as compared with 80-1.00 øre last year (\$0.21-\$0.268) last year. The greatest fishing activity is in West Finmarken, in the vicinity of Honningsvåg, and it is not unusual for 10,000 kilos (22,046 pounds) to be brought in during the course of 24 hours.

Consul Lewis W. Haskell, of Geneva, Switzerland, reports a 30 per cent advance in rates by the Federal Railroad Co. on June 1.

JAPAN'S COTTON CLOTH EXPORTS.

[Consul General George H. Scidmore, Yokohama.]

Japan's trade in cotton cloth, says the Japan Advertiser, is steadily and rapidly rising to a place of prominence and now it is only second to raw silk as far as the value of exports is concerned. The size of its market is also increasing and now even Latin America is among Japan's buyers.

British India and China, two of the most prominent buyers of Japanese cotton cloth, send very few fresh orders, but Australia, Latin America, and the South Pacific points are sending large numbers of inquiries. Only the reduced supply of space prevents purchases from those points from extending to later months of the year.

At the end of May the trade of the present year in cotton cloth was valued at 77,787,000 yen (\$38,737,926) against 44,730,000 yen (\$22,275,540) for the same time of last year. In point of the magnitude of shipments cotton cloth is thus shown to be only second to raw silk, the shipment of which came up to 134,338,000 yen (\$66,900,324). Further, its rapidity of increase was greater than that for any other article on the export list.

In some sense this increase in business has been brought about by the advance in prices, but it is also to be attributed to the rapidly increasing demand from overseas for Japanese cloth as substitute for Manchester goods.

How the business of Manchester has been falling into the hands of Japanese weavers during the months is shown that the increase in foreign demand has been particularly great in those qualities that used to be supplied by Manchester, such as drills, cotton flannel, jeans, sheetings, T-cloth, and others.

PRICES OF DRIED FRUITS IN THE UNITED KINGDOM.

[Consul General Robert P. Skinner, London, England, July 2.]

The Ministry of Food, under date of June 25, 1918, has directed that from and after July 1 dried fruits may be sold at retail in the United Kingdom at prices not exceeding the following:

	Price per pound.
Dried pears.....	\$0. 32
Dried apricots.....	. 32
Valencias.....	. 28
Muscateles.....	. 28
Sultanas.....	. 28
Any other variety of raisins.....	. 28
Currants.....	. 28
Dried plums and prunes.....	. 28
Dried peaches or nectarines.....	. 28
Apple rings.....	. 24
Dried apples.....	. 24
Figs.....	. 16

The same order provides that after July 1, 1918, mixtures of the above fruits may not be sold retail at a price exceeding the maximum price of any dried fruit contained in the mixture.

The prices above named may be augmented by a charge of one cent per pound when delivered.

CONDITION OF BIRMINGHAM'S INDUSTRIES.

[Consul E. Haldeman Dennison, Birmingham, England, July 1.]

The Birmingham Post, in a brief review of local trade and industries, states that it is a matter for satisfaction that key industries like coal mining and iron and steel manufacture are not to be further weakened by the impressment of men for the services.

The coal fields of the Birmingham area are still being laid under contribution for extra supplies in the interests of London consumers. Now a call has been made for considerable supplies for the military in France. Having regard to the heavy drain on the most virile man power of the industries, the decline in output per man as well as in total tonnage is not in itself a matter of surprise.

The metal-rolling mills are well employed for the most part, though they are no longer subject to the sustained pressure experienced when the demand for all descriptions of munitions was at its height.

Conditions are somewhat variable in the saddlery, harness, and general leather trade. There is still a good deal of activity on heavy harness and saddlery for the army. In branches where converging circumstances have brought about a curtailment of production employment is irregular among women operatives.

Glass manufacturers are exceedingly busy. Several new furnaces have lately been lighted in Birmingham, and the district, principally, to augment the output of bulbs, cane, and tube, a new development in the local glass trade. Heavy arrears of orders are reported in every department, the industry having diverted its resources largely to production of lighting and other glass formerly imported. Another new furnace is projected in the Stourbridge district.

MEXICO'S MINERAL PRODUCTION IN 1917.

[Vice Consul Luther K. Zabriskit, Mexico City, July 6.]

According to a statement published in the July 5, 1918, issue of the Boletín Financiero y Minero de Mexico, the mineral production of Mexico, by States, during the year 1917 was as follows, the amount being in kilos of 2.2 pounds:

Mineral and State.	Kilos.	Mineral and State.	Kilos.	Mineral and State.	Kilos.
GOLD.		SILVER—continued.		LEAD.	
Agua Calientes	652,000	Mexico	14,568,189	Agua Calientes	541,611
Coahuila	365,000	Nuevo Leon	40,663,320	Coahuila	11,308,000
Durango	161,313	Puebla	85,000	Durango	6,099,503
Guanajuato	9,358	Sonora	42,873,102	Nuevo Leon	7,523,252
Hidalgo	1,855,707	Zacatecas	17,572,000	Zacatecas	4,297,039
Mexico	2,124,737	Total	648,684,365	Total	29,769,455
Nuevo Leon	289,623	COPPER.		ZINC.	
Puebla	6,000	Agua Calientes	4,371,297	Zacatecas	3,888,124
Sonora	240,234	Baja California	9,225,000	ANTIMONY.	
Zacatecas	85,000	Coahuila	644,000	San Luis Potosi	2,140,590
Total	5,788,972	Nuevo Leon	31,089,484		
SILVER.		Sonora	83,318,000		
Agua Calientes	103,252,650	San Luis Potosi	565,560		
Coahuila	76,255,000	Zacatecas	12,285,595		
Durango	16,490,500	Total	141,528,095		
Guanajuato	744,000				
Hidalgo	336,160,604				

REGULATING PRICES OF FOODSTUFFS IN URUGUAY.

[Consul William Dawson, Montevideo, June 15.]

The Uruguayan National Subsistence Board continues to be active along the lines of price regulation and conservation of supplies.

For the third time in less than two months new maximum prices were fixed for edible oils on May 20, 1918. A decree of that date established after those of April 9, 1918, and April 26, 1918, the following prices: Imported cottonseed oil in casks, wholesaler to retailer, per 10 kilos (22 pounds) at the rate of 46.9 cents per pound; retailer to consumer, \$4.31 per gallon; cottonseed oil packed in the country, for kilo cans, including container, \$1.09 to retailer and \$1.14 to consumer; Spanish olive oil, per kilo (2.2 pounds), including the container, \$1.14 to retailer and \$1.24 to consumer; Italian olive oil, \$1.19 to retailer and \$1.29 to consumer; French olive oil, \$1.40 to retailer and \$1.50 to consumer. For other size cans and bottles of cottonseed and olive oils prices substantially in proportion to those for the 1-kilo size are fixed. For peanut oil made in Uruguay the following prices were fixed: First grade, 51.6 cents per pound to wholesaler, \$4.11 per gallon to retailer, and \$4.31 per gallon to consumer; second grade, 39.9 cents per pound to wholesaler, \$3.62 per gallon to retailer, and \$3.72 per gallon to the consumer.

As between manufacturer, wholesaler, and retailer, all prices are understood to bear 5 per cent discount for cash.

The decree of May 20, 1918, states that the new prices are the result of variations in producing markets. A note of the National Subsistence Board states that Brazil is now the only exporting market for cottonseed oil and that the price has risen there. It further states that the price of other imported oils has been raised by 15 centesimos per kilo (7 cents per pound) or liter in order to keep them on a level with cottonseed oil and also to see if the rise in price does not stimulate sales and discourage hoarding.

The maximum prices fixed by the decree of May 20, 1918, proved to be as short lived as their predecessors, for a decree of June 6, 1918, established new and higher prices based on an increase of 5 centesimos per kilo (2.3 cents per pound) or liter on all imported oils.

Maximum Prices for Meat.

For meat, a decree of May 20, 1918, fixed the following maximum prices: Wholesaler to retailer, for half or quarter carcasses, delivered to retail butchers, clean, that is to say, without head, fat, heart, liver, kidneys, etc., at the rate of 8.2 cents per pound for first and 7.7 cents per pound for second class. Retail butchers were authorized to sell to the public at the following maximum prices:

Meat.	Prices in United States currency, per pound.		Meat.	Prices in United States currency, per pound.	
	First-class meat.	Second-class meat.		First-class meat.	Second-class meat.
Tenderloin.....	Cents. 19.7	Cents. 18.8	Rib roast.....	Cents. 12.2	Cents. 11.7
Brisket.....	11.3	9.4	Boneless and fatless meat.....	11.3	10.8
Rump.....	11.3	9.4	Shoulder clod.....	10.8	10.3
Loin.....	11.7	11.3			

NOTE.—Certain other cuts included in the decree do not appear to be known in the United States and no satisfactory translation can be obtained from American packers here. The cuts shown above will, however, give an idea of the range of prices.

A note of the National Subsistence Board explained that prices are based on the average quotations of stock on the hoof, less the value of hides and subproducts, and plus expenses and a reasonable profit for wholesalers. Consumer's prices are based on an average gross profit of 31 per cent for the retail butcher.

A second decree of June 6, 1918, maintained the wholesale and retail prices fixed on May 20, 1918, and added special prices for a few additional cuts.

Eggs—Embargo on Kerosene and Gasoline—No Tolerance in Weight.

A decree of June 4, 1918, established new maximum prices for eggs, as follows: To wholesaler, 39.3 cents; wholesaler to retailer, 44.5 cents; retailer to public, 49.6 cents, all per dozen.

A decree of June 6, 1918, prohibited, in view of scarcity, the exportation of kerosene and gasoline, but exempted from the embargo the normal quantities required for their own use by vessels arriving at Uruguayan ports.

In compliance with a petition of retail grocers, the National Subsistence Board recommended to the government on May 15, 1918, that for sales of less than 250 grams (0.55 pound) a tolerance of 5 per cent in weight be allowed. By a decree of June 6, 1918, the Government decided that such a tolerance could not be authorized under the terms of the law of October 2, 1894, concerning weights and measures. The retail grocers claimed that from the nature of their business and the large number of small sales it was exceedingly difficult to comply with the requirements concerning exact weights.

JAPAN'S EXPORT OF RAW SILK.

[Consul General George H. Scidmore, Yokohama.]

The exports of raw silk from Yokohama to the United States continue brisk. From July 1, 1917, to May 31, this year, the shipments to the United States and Europe amounted to 208,539 and 32,772 bales, respectively. The figures show an increase of 12,739 bales, as compared with the corresponding period of last year. The following figures from the Japan Gazette shows the exports to the United States and Europe during the past five years from July 1, the commencement of the new silk season, to May 31:

Year.	To America.	To Europe.
	<i>Bales.</i>	<i>Bales.</i>
1913-14.....	37,014	55,811
1914-15.....	123,706	23,709
1915-16.....	156,394	25,852
1916-17.....	185,924	51,478
1917-18.....	208,539	32,772

The average price in 1913-14 was 990 yen (\$493) per bale; in 1914-15, 770 yen (\$383.46); in 1915-16, 1,100 yen (\$548), in 1916-17, 1,180 yen (\$588); and in 1917-18, 1,600 yen (\$797).

[A previous report on the raw silk trade of Japan was published in COMMERCE REPORTS for June 1, 1918.]

OLIVE-OIL RESERVOIRS TO BE ESTABLISHED IN STAVANGER.

[Consul Henry C. A. Damm, Stavanger, Norway, June 24.]

Plans are being perfected for establishing in Stavanger large reservoirs for olive oil from which to distribute this material to the sardine packers in this city and elsewhere in Norway. A firm "Aktieselskapet Oljeimport, Société d'Huile" has been registered and has acquired a site for buildings and cisterns. The capital of the firm is 100,000 crowns (\$26,800) for the time being, while the plant will cost 300,000 to 400,000 crowns (\$80,400 to \$107,200). A French company, which has similar establishments in Brussels, London, and New York, is said to be chiefly interested in the concern, but the majority of the stock in the proposed Stavanger branch is to be in the hands of Norwegians.

The object is to import olive oil in tank ships, from which it is to be pumped into the cisterns. From there the sardine packers can obtain their supplies as they need them. This will obviate the tying up of large sums of money in stocks of oil and will save losses caused by leakage when the importation is made in barrels, as is now done. The project is, therefore, of great importance to the Stavanger fish-canning industry.

The company has purchased a site on which will be erected a building containing tank cisterns, each with a capacity of 20,000 liters (5,284 gallons), 600,000 liters in all. It is planned to build a pipe line to the wharf, so that the oil can be pumped from the tank steamer directly into the reservoirs. Absolute cleanliness is to be assured, the reservoirs being porcelain lined and filtration apparatus will be installed. A heating plant will keep the oil at the proper temperature. Spanish, French, Italian, and Leventine olive oil will be kept in stock.

The erection of the establishment will not be begun at once, owing to the high cost of building material and labor at present, but may await the conclusion of the war.

GERMAN TAXATION OF MANUFACTURED PIG IRON.

[Consul General Albert Halstead, Stockholm, Sweden, July 1.]

The Swedish Trade Journal for June contains the following information concerning the anticipated German taxation of manufactured pig iron:

A Government tax of 10 marks (\$2.38) per manufactured ton of pig iron is anticipated. Confidential discussions have been going on in Berlin between the Government and the iron industry. On Germany's present production the tax should be approximately about 200,000,000 marks (\$47,600,000) yearly. Foreign purchasers of German iron and steel must necessarily bear this tax, as well as the recently introduced coal tax of 20 per cent of its value. The prices Germany in the future may demand for its iron and steel will be dependent no doubt on what its competitors demand.

Swedish Chamber of Commerce in Switzerland.

Consul William P. Kent reports from Berne, Switzerland, under date of June 24 that a Swedish Chamber of Commerce has recently been established in the city of Basel, Switzerland.

PETROLEUM DEVELOPMENT IN COLOMBIA.

[Vice Consul John A. Dunn, Barranquilla, June 29.]

A Pennsylvania corporation has been engaged in prospecting the territory covered by an important concession in the interior of Colombia in what appear to be oil-bearing lands during the past two years and early in April of this year brought in a well that gives promise of being a good producer, tapping the oil-bearing strata at about 1,500 feet. Oil-bearing sands were also passed through at 500 and 1,200 foot depths. This well, unfinished as it stands, is said to be good for from 1,000 to 2,000 barrels per day of light, asphalt-base oil.

This company is operating on the Colorado River, about 35 miles east of the Magdalena River at Barranca Bermeja, or about 420 miles from the mouth of the Magdalena. The company has also a second well drilling and it has reached a depth of about 740 feet and is reported to be in a very promising formation.

Several efforts have been made at various times to develop oil in Colombia in commercial quantities, but without previous success. Various wells have been drilled near Puerto Colombia by a Canadian and, later, an American company; south of Barranquilla by a California promotor; and in the valley of the Sinu River by an American company, but none have proven producers.

A New York company is now drilling near Mariquita, along the La Dorada Extension Railway, 200 miles to the south of the Tropical Oil Co.'s workings. Various other American companies have done superficial exploration work in Colombia and some have secured extensive optional leases on lands supposed to be oil bearing, but only those mentioned have done any active mechanical work.

After the termination of the war it is expected the oil fields of Colombia will meet with considerable development at the hands of American and other foreign interests.

FISHERIES LAWS TO BE ENFORCED.

Preliminary arrangements have been made by the Bureau of Fisheries to send 10 men to Alaska to act as stream watchmen or special wardens to prevent violations of the fisheries laws. Five of these men are to be detailed for duty in southeastern Alaska under Inspector Walker, while the other five will report to Assistant Agent Ball, it being the intention to have two on duty at Copper River, one at Bering River, one at Prince William Sound, and the other at Cook Inlet. Their services will be dispensed with at the close of the active fishing season. It is believed that the employment of these stream watchmen will do much toward preventing violations of the fishery laws and regulations.

Request for Trade Journals from Burma.

Consul Lawrence P. Briggs writes that the Rangoon consulate would be glad to receive for its commercial reading room trade journals representative of the industries of that district, viz, agriculture, particularly rice cultivation, rubber cultivation, forestry and lumbering, oil drilling and refining, mining, motor-boat navigation, and shipbuilding.

LACES AND EMBROIDERIES IN VENEZUELA.

[Consul Homer Brett, La Guaira, July 1.]

In the statistics of importations, laces and embroideries are given under the heads of "encajes" and "passementerie." The first relates more or less exclusively to laces, while the second includes embroideries, ribbons, dress trimmings, and some other similar articles. These headings have not been set forth separately in the import statistical tables until recently. For the second six months of 1916 importations of cotton laces amounted to \$73,970, and of cotton "passementerie" to \$70,568; for the first half of 1917 the figures were, respectively, \$63,835 and \$6,274. In both cases the figures were exclusive of large importations made by parcel post, a method greatly favored for this and similar lines, for the reasons that duties are levied upon net instead of gross weights, consular invoices are not required, and the probability of customs difficulties are greatly reduced.

There are no "native costumes" in Venezuela except, perhaps, in remote districts. In the cities American and French fashion magazines are received promptly and are followed with great fidelity. In the making of clothes for babies and small children there is a tendency to use much more lace and embroidery than is now customary in the United States. Cotton and linen clothing can be worn the year round in most Venezuelan cities, and this leads to a greater proportional use of laces and trimmings among the more well-to-do; but in considering the market here it should always be remembered that the mass of the population has small purchasing power, and that the whole number of people able to purchase anything above the barest necessities probably does not exceed 200,000 in all Venezuela.

In sales of cotton textiles and knitted goods of cotton, American trade has made tremendous strides in the last few years, but so far little progress is apparent in sales of those manufactures of cotton the production of which involves the use of less material and of more labor. Handkerchiefs, towels, ribbons, laces, embroideries, sewing thread, etc., still come from Europe almost entirely.

REDUCED PRODUCTION OF HENEQUEN.

The scarcity of labor in Yucatan fields has been the cause of a decrease in the production of henequen this year, according to an item in *El Economista*, of Mexico City, June 4, 1918. Last year the crop amounted to about 1,000,000 bales of fiber, but it is expected that this year's crop will be only about 900,000. On account of increased wages the workers on the plantations need to work only two or three days in the week to earn enough money to cover living expenses.

OVERPRODUCTION OF HEMP IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 14.]

Owing to overproduction as a result of the shortage of shipping, the hemp (*Phormium tenax*) mills in New Zealand are compelled to close down for a time, which now is fixed for two months, and possibly they may be compelled to remain closed for a longer period unless shipping conditions greatly improve.

EXPORTS OF BREADSTUFFS, MEATS, ETC., FOR FISCAL YEAR.

The following statement of exports of domestic breadstuffs, cottonseed oil, meat, and dairy products, cotton, and mineral oils, from the United States for June and the 12 months ended June has just been completed by the Bureau of Foreign and Domestic Commerce, Department of Commerce:

Groups and principal articles.	June—		12 months ended June—	
	1918	1917	1918	1917
EXPORTS BY GROUPS.				
Breadstuffs.....	dollars... 54,472,471	78,552,760	633,309,485	588,983,454
Cottonseed oil.....	pounds... 13,666,389	12,213,062	100,005,074	158,911,767
Meat and dairy products.....	dollars... 8,685,446	1,856,785	18,142,938	19,878,325
Cotton.....	bales... 77,957,797	40,839,501	679,848,942	403,102,279
Mineral oils.....	pounds... 273,602	245,709	4,528,844	5,917,165
	dollars... 140,749,051	123,620,782	2,320,511,665	3,088,080,786
	dollars... 45,608,749	27,521,009	665,024,655	543,074,690
	gallons... 224,269,286	264,737,392	2,677,037,650	2,748,328,185
	dollars... 28,400,780	27,342,036	298,144,927	230,968,940
EXPORTS BY PRINCIPAL ARTICLES.				
Barley.....	bushels... 702,422	597,223	26,408,978	16,381,077
	dollars... 1,261,207	919,480	41,939,904	19,027,082
Corn.....	bushels... 3,278,978	3,719,818	40,997,827	64,720,842
	dollars... 5,908,718	6,169,136	75,305,092	72,497,204
Oats.....	bushels... 7,251,330	10,600,158	105,881,233	88,044,401
	dollars... 6,502,819	7,835,406	86,125,093	55,031,981
Rye.....	bushels... 266,259	739,833	12,065,922	13,260,015
	dollars... 621,432	1,745,033	24,157,336	21,599,031
Wheat.....	bushels... 466,624	15,504,117	34,118,453	149,831,427
	dollars... 688,466	43,039,167	80,802,542	298,179,705
Flour.....	barrels... 2,423,749	1,234,257	21,880,151	11,942,778
	dollars... 28,293,200	12,791,446	244,861,140	93,198,474
Beef, canned.....	pounds... 17,038,816	7,722,561	97,366,983	67,536,125
	dollars... 5,784,021	1,980,068	30,651,507	16,946,030
Beef, fresh.....	pounds... 58,610,120	16,761,051	370,057,514	197,177,101
	dollars... 13,490,900	2,711,130	67,386,459	26,277,271
Beef, pickled, etc.....	pounds... 2,321,204	5,482,817	54,867,310	58,053,667
	dollars... 427,052	738,661	7,702,408	6,728,359
Olco oil.....	pounds... 13,222,104	2,216,721	56,648,102	67,110,111
	dollars... 2,062,591	504,527	12,166,482	11,065,019
Bacon.....	pounds... 87,319,477	50,695,639	515,319,424	667,151,972
	dollars... 24,055,209	11,489,578	221,477,220	117,221,668
Hams and shoulders.....	pounds... 47,465,506	21,345,801	419,571,869	266,656,581
	dollars... 12,458,165	5,032,920	108,106,862	49,574,041
Lard.....	pounds... 29,248,133	24,256,461	392,498,435	444,769,540
	dollars... 7,316,794	5,825,034	98,214,348	77,008,913
Neutral lard.....	pounds... 1,775,154	500,951	4,258,329	17,576,240
	dollars... 415,178	124,654	1,074,003	3,168,089
Pork, pickled.....	pounds... 2,293,329	2,712,609	33,221,502	46,992,721
	dollars... 608,592	502,310	7,545,011	6,941,306
Lard compounds.....	pounds... 1,393,526	4,052,101	31,278,352	56,359,493
	dollars... 352,891	721,328	6,613,040	8,269,844
Milk, condensed.....	pounds... 38,997,885	39,330,199	529,750,032	259,141,231
	dollars... 4,738,879	4,716,172	68,039,597	25,136,641
Crude mineral oil.....	gallons... 23,697,244	22,644,732	183,672,778	177,748,832
	dollars... 1,346,301	1,257,825	9,107,519	7,309,990
Illuminating oil.....	gallons... 82,009,493	67,381,426	528,805,501	833,969,012
	dollars... 3,404,113	4,986,188	47,488,425	54,642,377
Lubricating oil.....	gallons... 23,490,830	27,970,927	269,667,145	271,032,751
	dollars... 6,468,097	5,561,479	66,146,327	48,665,984
Gasoline, naphtha, etc.....	gallons... 48,387,426	53,805,921	468,203,446	425,717,912
	dollars... 11,004,052	11,903,363	113,856,712	87,990,807
Residuum, fuel oil, etc.....	gallons... 95,684,193	94,034,356	1,226,686,380	1,039,839,978
	dollars... 6,278,217	3,633,178	61,546,144	32,359,782

Tannery for Jutland.

It is planned to build a large tannery in Esbjerg, Jutland, to treat the hides from the Jutland export slaughterhouses and use the bark from the Jutland forests. Behind these plans is probably the new shoe trust, M. J. Ballins Sønner and Hertz Garverier og Skotojs-fabriker.

THE SPICE TRADE OF SOUTH AFRICA.

[Consul John W. Dye, Port Elizabeth, Cape Province, May 8.]

The imports of spices into the Union of South Africa during the calendar year 1917 were valued at \$257,317, contrasted with a value of \$164,503 in 1916, \$149,086 in 1915, and \$119,448 in 1914. A gain of \$76,409 in cloves during the year accounts for most of this increase, as the following statement shows:

Spices.	1914	1915	1916	1917
Cassia and cinnamon.....	\$9,130	\$7,305	\$12,945	\$13,446
Cloves.....	5,392	9,334	8,142	81,551
Ginger, dry.....	21,237	20,235	26,912	26,649
Nutmegs and mace.....	4,341	5,407	10,628	7,976
Pepper.....	60,082	81,139	77,489	94,081
Turmeric.....	7,309	10,375	9,670	15,802
All other.....	11,947	15,291	18,717	14,862
Total.....	119,448	149,086	164,503	257,317

Principal Countries of Origin.

The increase in quantity was not so marked as was the rise in value, South Africa's spice imports in 1917 totaling 1,430,209 pounds compared with 1,138,659 pounds in 1916, 1,218,473 pounds in 1915, and 1,048,750 pounds in 1914. The principal countries supplying these imports were:

Articles and origin.	1914	1915	1916	1917
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Cassia and cinnamon.....	114,559	82,519	113,242	115,116
United States.....		112		100
Ceylon.....	1,588	1,877	2,411	7,339
China.....	56,763	34,276	40,930	50,676
Hongkong.....	8,390	620	8,025	10,322
India.....	21,697	24,433	24,930	32,353
Japan.....	8,297	3,072	13,503	2,019
United Kingdom.....	15,171	15,719	22,132	11,855
Cloves.....	37,975	68,857	60,254	376,522
British East Africa.....	112	109		15,000
India.....	12,317	23,615	19,626	15,761
Zanzibar.....	21,369	41,017	38,850	344,580
Ginger, dry.....	224,959	238,149	228,402	208,170
United States.....			312	100
British West Indies.....	24,333	15,957	20,851	13,181
China.....	24,364	12,557	15,332	14,427
India.....	91,803	105,769	67,757	73,819
Japan.....	26,970	51,939	44,079	67,678
United Kingdom.....	46,641	46,595	60,674	36,681
Nutmegs and mace.....	23,168	27,184	43,411	27,331
United States.....	224	10		
British West Indies.....	16,946	15,832	20,264	10,417
India.....	1,761	3,336	2,553	4,581
Straits Settlements.....	255	1,863	5,693	9,110
United Kingdom.....	3,167	5,791	5,567	3,159
Pepper.....	326,938	400,330	349,618	376,923
United States.....		64		807
China.....	1,120	336	296	1,184
India.....	47,865	58,418	33,484	87,301
Japan.....				5,249
Netherlands East Indies.....			4,935	5,151
Straits Settlements.....	57,742	75,312	104,964	110,030
United Kingdom.....	218,632	262,836	200,870	165,707
Turmeric.....	221,357	274,429	266,234	235,632
United States.....				28
China.....	13,440	13,440		8,930
India.....	201,368	254,516	202,543	223,434
United Kingdom.....	6,628	5,284	3,635	3,098
All other.....	99,794	127,005	137,498	90,515
United States.....	242	240	21	26
British West Indies.....	8,911	15,298	15,823	14,117
China.....	40	198		1,109
France.....	1,202	280	912	1,977
India.....	46,046	58,690	66,239	41,535
Straits Settlements.....	257	1,206	1,374	1,172
United Kingdom.....	36,764	47,225	48,785	29,730
Total.....	1,048,750	1,218,473	1,138,659	1,430,209

Port Elizabeth's share of the above-mentioned pepper imports was 49,355 pounds, valued at \$15,875, and of all the rest, 72,365 pounds, was valued at \$11,602.

Possible Opening for American Ground Spices.

Since the war started much more spice has been imported in bulk into South Africa and ground here than previously. This is due to former sources of supply of ground spice being shut off or reduced. At present both white and black pepper in 140-pound bags is being imported from Singapore; cassia, in 10 to 80 pound chests, from China; dry ginger, in 150-pound casks or bags, from Singapore, and in 1, 2, and 4 pound jars, from China; cloves, in 140-pound bales, from Zanzibar; and nutmegs, in bulk, from Zanzibar and from Singapore.

Whole allspice, aniseed, caraway, cloves, coriander seed, ginger, mace, nutmegs, and pepper (both white and black) are normally imported in 4, 7, and 14 pound cans, principally from England. Ground allspice, cassia, cloves, cinnamon, ginger, mace, mixed spice, nutmeg, and pepper are imported in 4, 7, and 14 pound cans and in one-half and 1 ounce packages, also chiefly from England. There should be a good, though not extensive, market for American ground spices in South Africa, especially if packed in small, attractive cans or packages ready for the retailer.

Spices, ground or unground, come under No. 43 of the customs tariff and, upon importation into this country from the United States, are dutiable at the rate of 2½ pence (\$0.045) per pound.

[A list of firms which handle or use spices or which might be interested in a proposition to act as agents of American spice exporters may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 104021.]

PURCHASE OF ELECTRIC LOCOMOTIVES FOR SWISS RAILWAY.

[Vice Consul J. C. Menally, Zurich, July 1.]

The Swiss Federal Government has authorized the expenditure by the Federal Railways of the sum of 16,800,000 francs (\$3,242,000) for the purchase of 20 electric locomotives, 10 of which are to be delivered by the Maschinenfabrik Oerlikon, at Oerlikon, near Zurich, and 10 by the Aktiengesellschaft Brown, Boveri & Co., of Baden, Switzerland. It is understood that the machinery parts of all of these locomotives are to be furnished by the Swiss Locomotive & Machine Works in Winterthur.

Attention has also been called to the fact that on account of the increased cost of raw materials the cost of these locomotives is three times as much as previous to the outbreak of the war.

FUEL OIL FOR JAPANESE NAVY.

[Consul Max D. Kirjassoff, Taihoku, Taiwan, June 12.]

The Japan Advertiser of June 7, reports that "a party of experts and navy men will leave for Taiwan Monday, June 10, to start prospecting of oil fields in the island colony. The Japanese navy has discovered two promising fields there and now the undertaking is being carried on with the assistance of the Nippon Oil Co."

INCREASE IN SOUTH AFRICAN RAILWAY RATES.

[Consul General George H. Murphy, Cape Town, May 14.]

The Department of Railways and Harbors of the Union of South Africa gave notice on May 10, 1918, that on and after May 11, 1918, the following additions would be made in fares and freight rates:

Passenger fares.—A surcharge of $2\frac{1}{2}$ per cent on all single and return-journey passenger fares, ordinary, special, excursion, and concession, with a minimum of 1d. (\$0.02) and a maximum of 5s. (\$1.22).

On all season tickets, books of tickets, trip bearer tickets, mileage coupon books, a surcharge of 5 per cent, with a minimum of 1d.

Live stock.—A terminal charge of 1s. (\$0.24) per large animal and per seven or less small animals, subject to no greater increase in the railrage charge than 50 per cent being made.

Goods and mineral traffic.—On all classes of traffic in schedules 1 to 15, inclusive, a terminal charge of 2s. 6d. (\$0.61) per ton, subject to the proviso that no addition exceeding 50 per cent of the railrage rate shall be made.

On traffic classified at Tariff 16 and lower, a terminal of 6d. (\$0.12) per ton, except on the following commodities, which will be subject to a terminal charge of 1s. 8d. (\$0.41) per ton: Cement; channels and channeling; cement blocks and bricks; chimney pots; concrete steps, sills, and wall coping; coke breeze partition plates; flower pots; firebricks and fireclay blocks; lime (1-ton lots and under); magnesite liner blocks for tube mills; piping, earthen and concrete; soda ore (crude or dried—calcined); tiles, roofing and paving; timber, rough, including fencing poles, firewood, and mine props; treacle for cattle feeding, etc.

COLOMBIA HOLDS FINANCIAL CONFERENCE.

[Chargé d'Affaires Perry Belden, American Legation, Bogota, June 20.]

A financial conference composed of representatives from the chambers of commerce of Bogota, Barranquilla, Cucuta, Tunja, Medellin, Manizales, Bucaramanga, and Pasto, and the Departments of Cauca, Huila, and Tolima held its first session on June 17. The conference, which convened on the invitation of the Chamber of Commerce of Bogota, will study, among other matters, the drop in foreign exchange and whether an effort should be made to remedy it; and if so, by what means; the question whether there exists a scarcity of circulating medium, and if so, what means should be employed to remedy this deficiency; and the fiscal crisis and what should be done to overcome it.

Screw Fastener for Wool Bales.

The Melbourne Age says that Mr. Saville Whiting, of Melbourne, has patented a screw fastener for wool bale bands. He claims that his fastener will enable the bales to be made tighter, and that the stamping of the bands will be unnecessary, thus enabling the use of thinner and narrower bands and effecting a saving of much steel.

Members of the wool advisory committee have tested the invention, which answered all the tests satisfactorily.

GOVERNMENT WOOL-PURCHASE SCHEME IN SOUTH AFRICA.

[Consul General George H. Murphy, Cape Town, May 4.]

The Cape Argus of May 3 published the following item, giving the full figures of the South African wool clip of 1917-18 and of the sales to the British Government, the United States, and Japan:

In the assembly this morning, in reply to a question asked by Mr. Conroy, M. L. A., the minister of agriculture stated: The number of bales offered in the first instance to the Imperial Government was 190,669. The number of bales withdrawn from the scheme, duplicate, and bogus registration was 71,286. The number of bales valued up to March 31 last was 93,346, leaving a balance of 26,037 bales still to be appraised. The average price paid for the wool valued was 13.35d. [\$0.27] per grease pound. The number of bales of wool at the ports awaiting shipment July 31, 1917, was 107,731. The estimated clip for the season 1917-18 was 490,000. This estimate is arrived at by taking the average quantity of bales exported from South Africa during the last five years, and owing to the season throughout the Union having been exceptionally good is likely to exceed 500,000 bales. Number of bales left in the Government scheme after withdrawals, 119,383. Number of bales of last season's wool left in open market, 478,348.

The quantity of grease wool sold in open market and shipped during the period August 1, 1917, and March 31, 1918, was 194,247 bales, or 66,044,127 pounds, valued at £4,910,992 [\$23,899,340], average price 17.80d. [\$0.36] per pound, of which 101,953 bales were shipped to America, 89,337 bales to Japan, and 2,276 to the United Kingdom. The quantity of scoured wool shipped during the same period was 8,429,094 pounds, value £1,401,970 [\$6,822,685], average price 39.93d. [\$0.81] per pound, of which 7,185,322 pounds went to America and 986,735 pounds to Japan, making a total grease and scoured equivalent to bales of grease of 265,080. The quantity sold in open market and awaiting shipment was equivalent to 108,592 bales in grease and the number of bales at ports for open market unsold March 31, 1918, was equivalent in grease to 85,774 bales. The estimated balance of wool for open market still up country is 18,902 bales.

[Earlier references to the purchase of the South African wool clip by the British Government appeared in COMMERCE REPORTS for Sept. 20, 1917, and Jan. 5, 1918.]

FLATWARE IN BOLIVIA.

Special Agent S. W. Rosenthal, writing from Oruro, Bolivia, states that flatware, both silver plated and ordinary, is handled by many of the hardware firms in that section. The ware is in medium and cheap grades and has heretofore come from France, England, and Germany. The better grades are either entirely plain or with simple designs. Stocks are reported to be very low. European silver-plated hollow ware is practically sold out, and this offers an excellent opportunity for American manufacturers if they are in a position to deliver the goods.

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 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 207 Customhouse.
 SEATTLE: 846 Henry Building.

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CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 CHATTANOOGA: South American Agent, Southern Railway System.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27220	Ice chests.....	27220
Automobiles and accessories.....	27220	Iron and steel goods.....	27220
Beverages.....	27220	Leather and shoemakers' supplies.....	27220
Bicycle frames.....	27223	Machinery.....	27220, 27224
Carbolic acid and tar products.....	27226	Oil.....	27220
Cement.....	27220	Paints and varnishes.....	27220
Clothing and haberdashery.....	27220	Pianos.....	27220
Cutlery.....	27222, 27228	Porcelain.....	27220
Dredging buckets.....	27219	Railway material.....	27220
Drugs and chemicals.....	27220, 27227	Safes.....	27220
Dyes.....	27227	Silks and velvets.....	27221
Electrical goods.....	27220	Silver-plated ware.....	27228
Foodstuffs.....	27223	Typewriters.....	27220
Fruits.....	27220	Wrapping paper.....	27220
Gold and silver ware.....	27220	Yarns.....	27220

27219.*—The representative of the public works department of a foreign country desires to purchase for the Government 12 buckets for a bucket dredger, as shown in drawings and specifications which may be examined at the Bureau or its district offices. (Refer to file No. 103321). Correspondence should be in French.

27220.†—A man from Costa Rica, who is at present in the United States, desires to secure an agency, on a commission basis, for the sale of electrical goods, steel pipes, milk evaporators, galvanized iron, agricultural implements, automobiles and accessories, railway material, machinery, typewriters, safes, ice chests, pianos, gold and silver ware, cement, porcelain, fruits, beverages, shirts, underwear, neckties, yarns, collars, hosiery, buttons, chemicals, drugs, perfumes, paints, varnishes, machine oil, leather, upper leather, shoemakers' supplies, and wrapping paper. Payment will be made by cash by New York commission house. References. Correspondence may be in English.

27221.†—A man in Canada desires to be placed in communication with American manufacturers and exporters of silks and velvets. Reference.

27222.*—An agency is desired by a man in Spain for the sale of shaving, kitchen, and table cutlery. Correspondence may be in English. Reference.

27223.*—A man in Switzerland wishes to secure an agency for the sale of all kinds of foodstuffs. Payment will be made against shipping documents. Correspondence should be in French. References.

27224.†—A company in Cuba wishes to be placed in communication with American manufacturers and exporters of toothpick machinery. Prices and full information should be submitted. Correspondence may be in English.

27225.*—A firm in England is in the market for bicycle frames. Quotations may be made f. o. b. New York or other United States port. Payment will be arranged by letter of credit. Reference.

27226.*—A manufacturer in Spain wishes to purchase carbolic acid and other tar products. Payment will be made at destination on delivery of shipping documents. Correspondence may be in English. References.

27227.*—An agency is desired by a man in France for the sale of special chemical products for dyeing silk, and other pharmaceutical and chemical products. Correspondence may be in English. Reference.

27228.†—An established wholesale firm in Bolivia is in the market for table cutlery and silver-plated flat and hollow ware. Cheap and medium grades are preferred. Catalogues, price lists, and samples should be submitted wherever possible. References.

COMMERCE REPORTS



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No. 174

Washington, D. C., Friday, July 26

1918

CONTENTS.

	Page.		Page.
Rattans and reeds on the restricted import list.....	337	Rice added to list of restricted imports.....	346
Uruguay modifies shipping regulations.....	337	New coal prices for United Kingdom.....	347
Changes in enemy trading list.....	338	Toy making in Venezuela.....	347
Effective use of trade journals.....	342	Results of "foreign trade opportunity".....	347
Forecast of wheat crop in western Greece.....	343	Change in Canadian pure-food regulations.....	348
The Göta Canal Steamship Co. in new hands.....	343	American breeding stock for Uruguay.....	349
Dominican telephone and telegraph systems.....	344	Cultivation of castor-oil seed in Venezuela.....	350
New Brunswick bond issue for road improvements.....	344	Decline in exports from Malaga to United States.....	350
The Canton of Vaud Sample Fair.....	345	Change of name of Colon bank.....	351
Exports by countries for fiscal year.....	346	Proposals for Government supplies.....	352

RATTANS AND REEDS ON THE RESTRICTED IMPORT LIST.

The War Trade Board, by a new ruling (W. T. B. R. 176), has placed rattans and reeds on the list of restricted imports. All outstanding licenses have been revoked as to ocean shipments made after August 5, 1918. Hereafter no licenses for the importation of rattans and reeds will be issued, except for shipments from Canada or Mexico by other than ocean transportation, and except further for shipments coming as return cargo from convenient European ports or from convenient Mediterranean North African ports, and then only when coming from a convenient port where loading can be done without delay.

URUGUAY MODIFIES SHIPPING REGULATIONS.

[Consul William Dawson, Montevideo, May 17.]

Article 7 of the decree of April 26, 1917, governing Uruguayan maritime registry (see COMMERCE REPORTS for June 7, 1917) provides that vessels with Uruguayan registry must make each year at least two round trips to Uruguayan ports, in default of which they will be held to forfeit their registry.

Owners of sailing vessels have complained that the application of this rule to all vessels without distinction between steamers and sailing vessels places the latter at a disadvantage. By a decree of May 14, 1918, the Government has now determined that Article 7 of the decree of April 26, 1917, will apply only to steam vessels. Sailing vessels with Uruguayan registry must, in order to retain the same, make at least one round trip to Uruguay each year.

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337

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CHANGES IN ENEMY TRADING LIST.

The following additions to the Enemy Trading List have been announced by the War Trade Board as of July 26:

ARGENTINA.

Aspiri, Stein & Co., Buenos Aires.
 Friz, Theodoro, Buenos Aires.
 Gonzalos, Tomas, Buenos Aires.
 Pison y Pablo, Juan, Calle Paraguay 2547, Buenos Aires.
 Willers, F., & Co., Buenos Aires.

BRAZIL.

Salinger, Gustavo, & Co., Blumenau.
 Wiedman, Alfredo, Porto Alegre.

CHILE.

Frank, Dr. Miguel, Santiago.
 Horny, A. C., Iquique.
 Hubenbecker, Teodoro, Santiago.
 Sylvester, Rudolph, Santiago.
 Wolrath, A., Santiago.

COLOMBIA.

Pinckert, W., Tumaco.

COSTA RICA.

Guido, Estela de, Puntarenas.

CUBA.

Bernal, Federico, Habana.
 Cia Cubana de Comisciones y Representaciones, Sol 74, Habana.
 Oswald, Carl, Habana.
 Upmann, Herman, Habana.
 Wagner, Frederick, Habana.

ECUADOR.

Kaiser, Guillermo, Quito.
 Pinckert, W.
 Vacacela, Juan, Riobamba.

GUATEMALA.

Alvarado & Co., Quezaltenango.
 Candelaria Plantations, Xolhuitz, Quezaltenango.
 Chocola Plantagen Gesellschaft, Mazatenango, Suchitepeques.
 Hockmeyer Hermanos, Costa Cuca.
 La Libertad Plantation, Costa Cuca.
 Sociedad Comercial de Centro America, Guatemala City.

HAITI.

Helmcke, Edmund, Port au Prince.
 Kuen, Dr., Aux Cayes.
 Pharmacie Centrale, Aux Cayes.
 Seidel, Karl, Aux Cayes.

MEXICO.

Acacia, La (Enrique del Rio), Vera Cruz.
 Almacen de Ropa (Menendez y Hermano), Orizaba.
 Andresen, Juan, Uruapam.
 Andresen, Luis, Morelia.
 Arcineaga y Sotres, Mexico City.
 Ayub Hermanos (La Ciudad de Constantinople), Chihuahua.
 Ayub, Felipe (La Palestina), Chihuahua.
 Ayub, G., & Co. (La Casa Blanca), Chihuahua.
 Ayub, Salamon (La Violeta), Chihuahua.
 Aztec Land Co., Mexico City.
 Barata, La (Carlos Deeg), Mexico City.

Basol, Juan (El Telegrapho), Torreon.
Bassler, G., Mexico City.
Bauer, Alfredo, Mexico City.
Berzenger, Emillo, Mexico City.
Boker, Robert, & Co., Mexico City.
Botica Alemana (Jorge Dorn), Orizaba.
Botica Nueva (Julio Jauckens), Monterey.
Bujdub y Jaliffe, Torreon.
Cangas Hermanos, Vera Cruz.
Canavati Hermanos, Torreon.
Canavati, A., Hermanos, Chihuahua.
Canavati, Juan (La Ciudad de Londres), Chihuahua.
Casa Blanca, La (G. Ayub & Co.), Chihuahua.
Ciudad de Constantinople, La (Ayub Hermanos), Chihuahua.
Ciudad de Londres, La (Juan Canavati), Chihuahua.
Comercial de Monterey, Cia., Monterey.
Cuervo, Jose, Guadalajara.
Deutsche Haus, Orizaba.
Dorn, Jorge (Botica Alemana), Orizaba.
Elholo, Jose, Mexico City.
Estrella, La (Jose Soliveras & Co., S. en C.), Mexico City.
Fabrica Villa Union, S. A., Villa Union.
Faist, Oscar, Colima.
Fatuch & Noguim (La Palma), Chihuahua.
Fatuch, Salim, Chihuahua.
Fichtner, Dr. Carlos, Mexico City.
Garza, Austacio de la, Monterey.
Gillman, Paul, Vera Cruz.
Gottlieb, Leon P. (La Princesa), Torreon.
Gehehd, Cesar, Monterey.
Gonzales, Jose, Monterey.
Gottschalk, W., Mexico City.
Grossman, Bruno, Mexico City.
Haas, Robert, Merida.
Haas, Rudolfo (La Suisa Relojeria), Monterey.
Hageman, William, Mexico City.
Hahn, Guillermo, y Cia, Monterey.
Hahn, Hugo, Mexico City.
Hajen, Ernesto, Monterey.
Hardt, Carlos, Morelia.
Haupt & Giffenig, Mexico City.
Hauser & Musswitz (Saloon Berlin), Vera Cruz.
Heuer, Adolfo, Mexico City.
Huseman & Grebe (La Perla), Tampico.
Jauckens, Julio (Botica Nueva), Monterey.
Kahle, Guillermo, Tapachula.
Karan, Salamon, Uruapam.
Ketelsen, Carlos, Chihuahua.
Klaeger, Federico, Monterey.
Klostermand, E. K., Torreon.
Knapp, Roberto, Mexico City.
Krelinger, Francisco, Mexico City.
Krueger Bros., San Geronimo.
Kuhlman, Federico, Mexico City.
Ledgerman, Enrique, Mexico City.
Lehmacher, Johan, Mexico City.
Lindacher, Gustavo (La Violeta), Morelia.
Maas, Ernesto, Orizaba.
Menendez y Hermano (Almacen de Ropa), Orizaba.
Meus, Carlos, Mexico City.
Meyer, Franz, Mexico City.
Mumm, Carlos, Monterey.
Murguruza & Muniz, Tampico.
Musswitz, Guillermo, Vera Cruz.
Nassar Hermanos, Torreon.
Navarro Hermanos, Uruapam.

Neumaler, Otto, Orizaba.
 Perez y Arce, Tampico.
 Pesquera Sucs., Vera Cruz.
 Perla, La (Huseman & Grebe), Tampico.
 Princesa, La (Leon P. Gottlieb), Torreon.
 Puente, Jose R., Monterey.
 Rio, Enrique del (La Acacia), Vera Cruz.
 Saloon Berlin (Hauser & Muschwitz), Vera Cruz.
 Schweitzer, Leon, Monterey.
 Senac, Santos, Guaymas.
 Soliveras, Jose, & Co., S. en C. (La Estrella, Mexico City).
 Soliveras, Jose, Mexico City.
 Stein, Carlos, Mexico City.
 Strassburger, Carlos, Mexico City.
 Salsa Relojeria, La (Ruolfo Haas), Monterey.
 Telegrapho, El (Juan Basol), Torreon.
 Vehrmeren, Jullo, Mexico City.
 von Son, M. S., Mexico City.
 Venning, Jullo, Orizaba.
 Violeta, La (Salamon Ayub), Chihuahua.
 Violeta, La (Gustavo Lindacher), Morelia.
 Wagner, Federico, Mexico City.
 Wolff, Guillermo, Uruapam.

MOBOCCO.

Heraldo de Melilla, Melilla.

NETHERLANDS.

Stinnes, Hugo, transport *Maatschappij*, Rotterdam.

NETHERLANDS EAST INDIES.

Fuhmann, A. (Allea Furman), Medan.
 Jo Giok Tjong, Taloppe, Celebes Islands.
 Nederlandsche Import en Export 71 (owner, Wolff, Lenschock, Sourabaya).
 Pangallian Cultur Maatschappij Indragiri, Sumatra.
 Schadd & Korteling, Sourabaya.
 Wolff, Lenschock, Sourabaya.
 Zechmenayer, Dr. K., Samarang.

PANAMA.

Freundlich, Max Ernest, Colon.
 Galindo, Dr. J. (or Dr. I.), Panama City.
 Hafemann (or Hofemann) & Co., Colon.
 Hoffmann, Dr. K., Panama City.

PERU.

Martensen, Arturo, Lima.
 Martensen, Roberto, Lima.

SALVADOR.

Sagrera, Enrique, San Salvador.

SPAIN.

Amann, Santiago. Dueste near Bilbao.
 Avendano, Luciano, Bilbao.
 Banditz, J. Fernandez de les Rios 10 Madrid.
 Benedix, Clara, Hotel de Roma, Madrid.
 Borowski, Pablo. Calle Balmes 149, Barcelona.
 Burlacher, S. and L., Robolledo 9 Tarragona.
 Calderon y Casas, Luis (manager of Herold & Co.), Caceres.
 Cotonificio de Badalona, Barcelona.
 Culter (or Curtiss or Kurten), Maximo.
 Curtiss (or Kurten or Culter), Maximo, Calle Atocha 2 duplicado, Madrid.
 Dispeke, Siegfried, Pelayo 12, Barcelona.
 Domenech, Federico (or Fernando), Calle Ausias March 2, Barcelona.
 Dominguez, Antonio R., Calle Layola 13, San Sebastian.

Duseldorf, La, Barcelona.
 Erhardt & Co., Bilbao.
 Esteve, Pastor, Jose, Valencia.
 Falsonne Torello, Albijeso, Valarca 9, Barcelona.
 Fortuna de Berlin, Barcelona.
 Fraile, Manuel, Princesa 63, Madrid.
 Friendrich, Hans, Provenza 275, Barcelona.
 de Fries & Cie, Calle Cortes 587, Barcelona.
 Frommel, Erich (manager of Sociedad Espanola de Automobiles Mercedes),
 Lagasca 117, Madrid.
 Garijo Loranca, Faustino, Infantas 31, Madrid.
 Golbstuck, Hainze & Co., Plaza de Theatre 8 and Mallorca 284, Barcelona.
 Gonzalez Chavez, Antonio, Oretava, Tenerife; and Las Palmas.
 Gonzalez Chaves, Jose, Oretava, Tenerife; and Las Palmas.
 Gosalvez, Enrique, Calle Principe Vergara 9, Madrid.
 Guanabens, Jaime or Santiago, Calle Lauria 104; and Duque de la Victoria 4,
 Barcelona.
 Heredia, Eduardo¹ (Sucesor de Heredia, M., y Hermanos), Malaga.
 Herold & Co., Calle Sta. Catalina 5, Madrid; and Logrosan, Caceres, and
 Palamos.
 Hitzemann, Johann, Avenida Garcia Barbon 2, Vigo.
 Hoppe, Julio, Santander.
 Hoppe, Pedro, Cortes 604, Barcelona.
 Hoppe, Salvador, Cortes 604, Barcelona.
 Horica (or Orica), Auguste, Calle Lagasca 5, Madrid.
 Iberica Commercial, La, Arenal 58, Vigo.
 Iglesias Pla, Jaime, Cortes 577, Barcelona.
 Industria La Electro, Mecanacia, near Bilbao.
 Industrial Panadero, Federico Vial 2, Santander.
 Jacob, Maximiliano, Ibanez de Bilbao 10, Bilbao.
 La Joyeria de Mata, Calle Santana 28, Barcelona.
 Kahn, Julia, Calle Benito Cuitares 4, Madrid.
 Katzenstein, Edgar, Sucs., Arenal 58, Vigo.
 Klinge, Hans U., Las Palmas.
 Kraeft, Walter, Cortes 648, Barcelona.
 Kroeber, Ricardo, Faubourg de Regona, Bilbao.
 Kurten (or Culter or Curtiss), Maximo.
 Landsmann, German, Calle Alfonso x 16, Madrid.
 Lang, Arnold, Mecanacia, near Bilbao.
 Langa y Cia, Tahona de las Dexcalzas 6, Madrid.
 Larios, Manuel, Calle Fuencarral, Madrid.
 Llorente, Mariano, Uralz 15, Vigo.
 Lloyd Internacional de Berlin, Rambla Santa Monica 5, Barcelona.
 Lussing, Rodolfo, Paseo del Principe 20, Almeria.
 Meinhardt, H., Cortes 648, Barcelona.
 Orica (or Horica), Auguste, Calle Lagasca 5, Madrid.
 Rodriguez, Enrique, Corunna.
 Rodriguez, Leira, Gerardo, Preciados 13, Madrid.
 Sanner, Hugo, Palamos.
 Sanner, William, Palamos.
 Schafer, Francisco, Lagasca 117, Madrid.
 Schumann, B. F., Fernandez de los Rios 10, Madrid.
 Siljstrom, August, Plaza de Valarino Togados, Cartagena.
 Sociedad Espanola de Automobiles Mercedes, Calle Olozaga 12; and Ponzano
 51, Madrid.

SWEDEN.

Albeck & Mann, Malmo, Gothenburg and Helsingborg.
 Holmberg, Hermann, Gothenburg.
 Nordiska Handels Syndicatet, Stockholm.
 Nordiska Hartsliksfabriken, Landskrona.

URUGUAY.

Velrog, Mauricio, Montevideo.

¹ To be distinguished from M. Heredia & Hermano.

Removals Announced.

The following removals from the Enemy Trading List have been announced by the Board:

BRAZIL.

Gomes, David (of Kruger & Arentz), Sao Paulo.
 Kruger & Arentz, Sao Paulo.
 Kruger & Co., Sao Paulo.

CHILE.

Petruschkin, Sigal & Co. (Petruschkin, Ifa & Co.), Santiago.

CUBA.

Suarez, Francisco, Habana.

DENMARK.

Jensen, Chr. Ruge, Aalborg.

GREECE.

Anatoli Insurance Co., Athens.

MEXICO.

Aguirre, D. G., Suc., San Blas, Tepic, and Mazatlan.
 Arrieta, Arturo, Vera Cruz.
 Basanez, Pedro, Vera Cruz.
 Drogueria Vera Cruzana (G. Muller, Suc.), Vera Cruz.
 Gangoiti, E., San Blas and Tepic.
 Gangoiti, G., San Blas and Tepic.
 Gomez, Fernando C. (El Telegraph), Saltillo.
 Loubens Grocery Co., Mexico City.
 Navegacion del Pacifico, Cia., Mazatlan.
 Sebastian, R., Vera Cruz.

NETHERLANDS EAST INDIES.

Hazeuberg, C. F., Sourabaya.

PERU.

Orrezzoli Hermanos, Ascope and Lima.

SPAIN.

Chinchilla, Jose, Gran Via de Colon 59, Granada.
 Gilmenez Dias, Jose, Duquesa 31, Granada.
 Matas, Isaac, Palamos.
 Pemartin, Jose, Jerez de la Frontera.

URUGUAY.

Morrison, Julio, Montevideo.

EFFECTIVE USE OF TRADE JOURNALS.

[Consul General W. L. Lowrie, Lisbon, Portugal, June 22.]

For the last three years this office has furnished the reading room of the Commercial Association of Lisbon with periodicals and trade journals published in the United States. That this literature has been appreciated is indicated by a paragraph in the report of the Commercial Association for 1918, which, translated, is as follows:

Among the numerous publications found at the disposition of our members in the reading room of this association, the North American magazines predominate.

This fact is due to the kindness of the consul of the United States of America, who, each month, very courteously forwards to the Lisbon Commercial Association copies of the most interesting publications and journals of economic and industrial character published in his country.

FORECAST OF WHEAT CROP IN WESTERN GREECE.

[Consul A. B. Cooke, Patras, June 10.]

The local newspaper, Neologos, in its issue of June 7, 1918, publishes the following statement with regard to the prospect of the cereal crops of this Prefecture for the current year:

From official information to hand, the last rains were very beneficial to the late cereals in the hilly districts of the Prefecture of Achaia and Ellis; while the winter's drought also benefited the cereals of the plains, the ground of which was sufficiently moist to help the growing crops after the winter season. Consequently the cereal crops in general of the Prefecture are estimated by well-informed parties to be 20 per cent over those of last year, provided no damage occurs during the short time till the harvest season.

This statement is borne out in general by information from other sources. It is noted by those traveling about the country that much more acreage has apparently been planted to grains this year than ever before. The grain has filled well and the fields look promising. It is probable that 75 per cent of the grain planted is wheat, the other 25 per cent being given to barley and oats.

It is probable the above statements and estimates hold good in general for this entire consular district, as the same economic and weather conditions have prevailed throughout the district. According to statistics furnished by the nine Prefectures of this district (Arcadia not reporting) the wheat crop of the district in 1917 was about 61,000,000 okes or 2,800,000 bushels. An increase of 20 per cent would give a crop of 3,360,000 bushels. The population of the district may be roughly estimated at 1,500,000. This would give a per capita production of 2.24 bushels or some 135 pounds of wheat to each person per year. It is probable that the estimates are under the mark.

There is also a considerable quantity of corn produced in the district, and a fair amount of barley.

THE GÖTA CANAL STEAMSHIP CO. IN NEW HANDS.

[Vice Consul Sylvester E. Rothchild, Jr., Goteborg, Sweden, June 20.]

It is reported that the majority of shares of the Göta Canal Steamship Co. has been purchased jointly by Brostroms Shipbrokers Co., of Goteborg, and the Sveabolag, of Stockholm. The shares have been transferred at a rate of 270 per cent.

At present the Göta Canal Steamship Co. owns nine combination passenger and freight boats, representing a total tonnage of about 900 dead-weight, and five freight boats of altogether 100 tons dead-weight.

The majority of shippers interested in the purchase feel that the possibility of their directing all important domestic traffic is thereby assured and point to the fact that a connecting link has been formed between domestic and outgoing traffic. The Sveabolag commands extensive coast liners, and Brostroms Co. has control of the west coast local transportation. Thus in the future it is planned that the Göta Canal will not only be engaged in passenger service but also that by means of transshipments from the port of Goteborg direct trade communication will be established between trans-Atlantic ports and the interior of Sweden.

DOMINICAN TELEPHONE AND TELEGRAPH SYSTEMS.

[Consul Arthur McLean, Puerto Plata, Dominican Republic, June 19.]

The towns of Moca, La Vega, La Romana, Salcedo, Monte Cristi, Puerto Plata, San Pedro de Macoris, San Francisco de Macoris, and Santiago de los Caballeros have local telephone systems owned by companies or private individuals. These towns have an average of 100 telephones each.

The prevailing rate for telephone service is \$3 a month, the limit fixed by the Government. The cost of branch lines is \$1.50 per month, and there is usually a considerable reduction in both of these rates if paid for a year in advance by the subscribers. The telephones are operated from 6 a. m. until 10 p. m., and for the rates charged there is no limit to the number of messages that may be transmitted. In most instances the local telephone systems are well administered and are profitable.

There is an intertown telephone system owned and operated by the Dominican Government, with 854 miles of line in operation, and 276 miles additional are expected to be erected in the near future. Twenty-one towns and 34 villages are connected by the national telephones. In 1917, 116,146 messages were transmitted, of which 45,242 were official and 70,904 private. The national telephones employ 276 persons in various capacities, and are administered by a director general. In 1917 the operation of the national telephones resulted in a deficit of \$77,842.

The telephone systems in this Republic are equipped with American material throughout.

Telegraph and Wireless Communication.

The only telegraph lines in this Republic are owned by the Compagnie Française des Cables Telegraphiques (French Cable Co.). The latter's main line extends from Puerto Plata to Santo Domingo City, with branches to Monte Cristi and San Pedro de Macoris, a total of 311 miles.

There are wireless plants at La Romana, San Pedro de Macoris, and Santo Domingo City.

The Dominican Republic is connected with the outside world by the Compagnie Française des Cables Telegraphiques. The latter's main line extends from New York to Cape Haitian and thence to Puerto Plata, Dominican Republic; San Juan, Porto Rico; Fort de France, Martinique; Paramaribo, Dutch Guiana; Cayenne, French Guiana; Salinas, Brazil, terminating in Belem (Para), Brazil. The French Cable Co. also maintains a branch line from Santo Domingo City via Curaçao to La Guaira, and thence overland to Caracas, Venezuela.

NEW BRUNSWICK BOND ISSUE FOR ROAD IMPROVEMENTS.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 18.]

The comptroller general of the Province of New Brunswick, through press advertisements is offering to public subscription \$200,000 six per cent, 20-year bonds of the Province of New Brunswick at par. They are exempt from taxation in New Brunswick except succession duties. These bonds are known as road debentures; the proceeds of the issue are to be applied to road improvements throughout the Province.

THE CANTON OF VAUD SAMPLE FAIR.

[Vice Consul John T. McCutcheon, Lausanne, Switzerland, June 25.]

The *Comptoir Vaudois d'Echantillons*—the Sample Fair of the Canton of Vaud, Switzerland—is perhaps unique of its kind. It is the most strictly cantonal fair in Switzerland, and its purpose is purely to set forth and develop the industries of this Canton, more particularly the work of the small industries and those artisans who have no other means of placing their products before the public. In this principal object it seems to be succeeding to marked degree.

For the past two years this fair has been held at Lausanne, the most important city in the Canton. The present fair is the third and largest so far held. It opened on May 15 and will remain open continuously until August 15. In 1916 there were 120 exhibits in the fair; in 1917, 287 exhibits; and for the present year, 303.

All visitors to the fair are required to register. In 1917 there were 50,000 visitors during the three months of the fair. In the first month of the present fair the attendance was 17,000.

Twelve Groups of Exhibits.

The fair is organized by the Chamber of Commerce of the Canton of Vaud and the Industrial and Commercial Society of Lausanne, with the support of the city and cantonal governments. Only Swiss industries and artisans established in the Canton of Vaud are allowed to exhibit, merchants and traders being barred. Exhibitors must make a sworn statement as to the origin of their products. The exhibits are divided into the following 12 groups:

Furniture.—Interior decorations, woodwork, objects of art, ornamentation in wood, ceramics, cut glass, embroidery, and shop furnishings.

Graphic arts.—Printing, typography, lithography, photography, school books and others, insurance, stationery, bookbinding, and desk furnishings.

Small mechanical tools.—Delicate instruments, surgical instruments, cutlery, musical instruments, phonographs, various toys, bazaar articles, haberdashery, weighing scales, and fishing rods and sporting goods.

Watchmaking and jewelry.—Engraving, and special instruments used in this work.

Textiles and clothing.—Dry goods, leather, shoes, saddlery, brushes, rope making, trunks, valises, etc., morocco leather manufacture, basket making, and furs.

Woodwork.—Cooperage, pulleys, blocks, sporting articles in wood, wooden shoes, wheelwright work, vehicles, boats, beehives, incubators, and agricultural equipment.

Construction.—Public work, raw materials, materials for construction, cement products, paints and oils, and tools.

Hardware.—Padlocks, castings, molds, machinery, machine tools, agricultural instruments, farm machinery, soldering and welding, tools, vises, bolts, and general hardware.

Electrical instruments.—Electrical furnishings, heating, wiring, insulating, copper and brass fixtures, chandeliers, and electrics, acetylene, and gas lamps.

Heating.—Stoves, radiators, furnaces, and ventilators.

Chemical products.—Articles for the sick room, drugs, varnish, agricultural products, and glass making.

Alimentary products.—Wine, beverages, and tobacco.

Italy has fixed maximum prices for new-crop hay, ranging from 18 to 22 lire per metric quintal (220.46 pounds) for first cuttings from natural meadows and from 14 to 18 lire for hay of any cutting from artificial meadows. (At normal exchange the Italian lire is worth 19.3 cents United States currency.)

EXPORTS BY COUNTRIES FOR FISCAL YEAR.

Total values of merchandise exported to each of the principal countries during June and the 12 months ended June, 1918, compared with corresponding periods of the preceding year, were made public to-day by the Bureau of Foreign and Domestic Commerce of the Department of Commerce, as follows:

Grand divisions and countries.	Month of June—		12 months ended June—	
	1918	1917	1918	1917
EXPORTS TO—				
Grand divisions—				
Europe.....	\$299,330,633	\$365,533,856	\$3,733,231,162	\$4,324,512,661
North America.....	109,531,685	135,993,389	1,237,720,814	1,163,758,100
South America.....	31,993,976	27,639,745	314,664,482	259,480,371
Asia.....	27,803,514	29,999,416	447,456,515	380,249,708
Oceania.....	10,746,888	12,292,366	134,899,500	109,314,490
Africa.....	5,044,911	1,959,017	55,423,368	52,733,064
Total.....	484,451,607	573,467,789	5,928,285,641	6,290,048,394
Principal countries—				
Belgium.....	9,105,200	413,100	91,238,838	37,367,997
Denmark.....		8,791,788	4,069,542	56,733,490
France.....	70,490,950	94,882,249	890,481,515	1,011,667,208
Germany.....		3,275		2,199,449
Greece.....	4,161	2,197,749	2,573,882	20,880,645
Italy.....	36,577,375	41,061,159	477,530,702	369,608,356
Netherlands.....	626,475	2,185,885	11,188,021	109,082,168
Norway.....	4,634,638	9,399,690	25,211,242	82,001,636
Russia in Europe.....		31,119,196	116,705,346	428,688,107
Spain.....	2,624,705	5,280,273	67,183,288	76,978,350
Sweden.....	251,115	3,973,242	4,122,530	44,688,512
United Kingdom.....	172,021,505	167,096,229	1,991,894,260	2,046,812,678
Canada.....	77,035,031	94,465,274	778,009,792	787,177,099
Central America.....	2,997,189	5,637,738	41,009,849	52,517,749
Mexico.....	6,897,580	12,965,331	109,083,653	79,004,597
Cuba.....	17,290,643	16,285,453	235,632,045	178,282,328
Argentina.....	12,767,146	6,494,330	109,444,001	82,375,165
Brazil.....	7,599,749	6,712,626	69,270,046	56,727,234
Chile.....	4,480,139	6,700,139	63,729,124	44,533,983
China.....	2,119,232	4,880,785	43,80,823	37,195,008
British East Indies.....	8,534,131	3,869,599	52,87,118	37,108,127
Japan.....	15,780,628	13,348,011	267,309,637	130,427,061
Russia in Asia.....		3,482,159	3,118,541	130,206,338
Australia and New Zealand.....	6,891,899	8,178,192	83,80,179	80,398,265
Philippine Islands.....	3,690,880	3,915,404	43,23,400	27,206,612
British Africa.....	4,561,113	1,676,355	44,63,439	32,774,323

RICE ADDED TO LIST OF RESTRICTED IMPORTS.

The War Trade Board, by a new ruling (W. T. B. R. No. 177), has placed rice upon the list of commodities the importation of which for domestic consumption is prohibited. Accordingly, no further licenses for the importation of rice to be consumed in the United States will be issued, and all such licenses which are now outstanding shall expire and become void unless shipment from abroad is made thereunder on or before July 31, 1918.

Notwithstanding the foregoing ruling, the importation of rice into the United States in bond for transshipment to the West Indies or Central America will be permitted if the details of ultimate destination are clearly set forth on the application for import license.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

NEW COAL PRICES FOR UNITED KINGDOM.

[Excerpt from London Times of June 26, transmitted by Commercial Attaché Philip B. Kennedy.]

The Board of Trade, to maintain and regulate the supply of coal, has made an order substituting for the standard amount of 4s. (\$0.97) fixed by section 1, subsection 2, of the Price of Coal (Limitation) Act, 1915, in the case of mines in the South Wales and Monmouthshire and Forest of Dean districts, a standard amount of 11s. 6d. (\$2.80), and in the case of mines situated elsewhere a standard amount of 9s. (\$2.19).

The order provides that the price at which coal may be sold or offered for sale at the pit's mouth for use in the United Kingdom shall be the price at which coal of the same description was sold in similar quantities and under similar conditions affecting the sale at the pit's mouth at the same coal mine on the corresponding date (or as near thereto as may be practicable) in the 12 months ended June 30, 1914, increased by the amounts mentioned. Such price shall be both the maximum and, unless the Controller of Coal Mines in any particular case otherwise orders, the minimum price. The price of all such coal dispatched from the colliery on or after June 24 under any existing contract shall be increased accordingly.

All contracts for the purchase and sale of coal shall remain in force subject to this modification.

TOY MAKING IN VENEZUELA.

[Consul Homer Brett, La Guaira, June 29.]

An American woman engaged in social and religious work in Caracas has directed for some years a small household doll-making industry. The dolls are dressed as policemen, soldiers, bullfighters, washerwomen, Martinique cooks, etc., and are sold to tourists as curios as well as for children's playthings.

The annual celebration of the carnival creates a demand for a distinct class of articles closely allied to toys, and both these articles and true playthings have become higher and higher in price and more and more difficult to obtain. This situation induced a business man to establish a toy factory in Caracas. It has been in operation for a number of months, has been successful so far, and is growing, so that at present 50 women operatives and a number of male workers are employed.

Under instruction and with practice Venezuelan workers quickly develop considerable manual skill; and as wages are low, particularly so for women in occupations that can be carried on within their homes, it is possible that the toy-making industry may be capable of considerable expansion.

RESULTS OF "FOREIGN TRADE OPPORTUNITY."

[Consul Arthur C. Frost, Algiers, Algeria, June 24.]

A local dealer has informed this consulate that, as a result of a trade opportunity transmitted on his behalf and other assistance given by this office, purchases of fountain pens, calculating machines, and typewriters have been made to the value of \$2,316. Except for difficulties of transportation, and the requirement of cash payment American port, these purchases would probably have been much greater.

CHANGE IN CANADIAN PURE-FOOD REGULATIONS.

New regulations governing the inspection of preserved fruits, vegetables, and milk, to take the place of the regulations of July 6, 1910, were approved by a Canadian order in council of June 15, 1918, and went into effect on July 1. The object of the new regulations is to provide stricter methods of inspection for domestic as well as imported food products, as will be seen from the following extracts reproduced from the Canadian Customs memorandum No. 2224B of July 12, 1918:

13. Containers in which fruits, vegetables, milk, or other articles prepared for food in any establishment are placed shall be marked, unless otherwise ordered by the governor in council, with—

(a) The initials of the Christian names, the full surname, and the address, or in the case of a firm or corporation the firm or corporate name and address of the packer, or of the first dealer obtaining it direct from the packer who sells or offers the same for sale. Such dealer shall, upon the request of the inspector appointed under this act, disclose the name of the packer of such articles.

(b) A true and correct description of the contents of the container as is or may be defined in the appendices to these regulations.

These requirements shall be embodied upon a trade label, stencil, or lithographed design, which shall be of a size reasonably proportionate to the size of the container or package, having thereon, as provided above, the name and address of the packer or of the first dealer and a true and correct description of the contents.

(c) All packages must be marked as required in this section, together with the permit number which shall or may be assigned to the establishment.

(d) Owners or managers of establishments shall supply to the Veterinary Director General duplicate copies of all labels, stencils, or lithographed designs used in the establishment. No label, stencil, or lithographed design shall be used unless it has been approved in writing by him. One copy shall be filed with the Veterinary Director General, the other copy to be retained by the owner or manager, and shall be produced for the information of an inspector when required.

14. No container or package shall bear any label or mark of any kind which falsely represents the nature or quantity or weight of its contents or the date when such contents were packed.

15. No person shall offer for export or shall export any fruits or vegetables, or fruit or vegetable products, canned, bottled, evaporated, dried, or otherwise preserved for food, or any milk, condensed, evaporated, or otherwise preserved for food, in any establishment, unless the requirements of section 13 of these regulations as regards labelling have been complied with in respect to such articles.

16. No person shall import, nor shall there be imported, any fruit or vegetables, or fruit or vegetable products, canned, bottled, dried, evaporated or otherwise preserved for food, or any milk, condensed, evaporated, dried, or otherwise preserved for food, unless the requirements of this section are strictly adhered to—

(a) Collectors of customs shall not clear any importation of fruit, or vegetables, or fruit or vegetable products, canned, bottled, dried, evaporated, or otherwise preserved for food, or any milk, condensed, evaporated, dried, or otherwise preserved for food, unless such shipment is accompanied by an affidavit taken before a justice of the peace, or other person duly authorized (in the country of origin) to attest such declarations, in the following form:

Place _____
Date _____

To the Collector of Customs,
Dominion of Canada.

I (or we), _____, hereby declare that the shipment described herein was manufactured from sound, raw materials, and that its manufacture was carried on under sanitary conditions provided for in these regulations, that the products are at the time of shipment sound, wholesome, and fit for human food; that the containers and packages show thereon the true name and address of the manufacturer, and that the description of the contents is true

and correct and conforms to the requirements as set forth in the Appendices of the Regulations made under the Meat and Canned Foods Act of the Dominion of Canada.

(Signature and address of shipper.)

Name and address of consignee -----
Number of packages -----
Number of containers in each package -----
Name of product -----
Sworn to before me this ----- day of -----, 19-----

(Signature of commissioner or justice of the peace.)

(b) All fruit or vegetables, or fruit or vegetable products, canned, bottled, dried, evaporated, or otherwise preserved for food, or any milk, condensed, evaporated, dried, or otherwise preserved for food, shall be subject to such inspection in the Dominion of Canada as may be deemed necessary or advisable, and any fruit or vegetables or fruit or vegetable products canned, bottled, dried, evaporated, or otherwise preserved for food, or any milk, condensed, evaporated, dried, or otherwise preserved for food, that does not conform to the requirements of these regulations and appendices thereto shall, upon condemnation by an inspector, be forfeited to His Majesty, and may be disposed of as the minister may direct.

(c) Collectors of customs shall attach the certificate referred to in this section to their B-I entry form and forward same to the commissioner of customs.

17. These regulations apply to all products which may be manufactured or imported on or after July 1, 1918. Manufacturers may have till January 1, 1919, to dispose of any product covered by these regulations which they have on hand July 1, 1918.

18. Collectors of customs throughout Canada shall see that the various exigencies and requirements of these regulations, or any ministerial or other order made thereunder, are fulfilled before granting any permit which requires, before it is given, any act to be performed or any inspection or other proceeding to be made or taken, and they shall see that the prohibitions prescribed and rules established by these regulations as hereinbefore mentioned and the instructions which may be issued by the minister are obeyed, and in case of any infraction of the provisions of these regulations, or any of them, taking place they shall report at once to the minister the nature and extent of such infraction.

Definition of Terms Used in These Regulations.

Containers.—"Containers" are the tin cans, glass bottles, glass or carbon jars, boxes, pails, tubs, etc., made of wood, paper, or other material, or any other vessels in which canned, evaporated, or otherwise preserved fruits and vegetables are kept.

The label.—"The "label" is the wrapper or sticker around or attached to the container. Its function is to furnish the purchaser with a true and correct description of the contents of the container as laid down by these regulations.

[Notice regarding the proposed change in the regulations governing the inspection of imported meat was given in *COMMERCE REPORTS* of May 22, 1918.]

AMERICAN BREEDING STOCK FOR URUGUAY.

[Consul William Dawson, Montevideo, May 20.]

The Compañía Swift de Montevideo, the Uruguayan subsidiary of Swift & Co., Chicago, recently brought from the United States 11 boars and 2 sows, all pedigree animals of Berkshire and Polanchina race. In order to encourage hog raising in Uruguay the company is offering the hogs to stockraisers at cost price, no purchaser to be given more than one animal.

The animals stood the trip well and arrived in good condition, although one was slightly injured while being unloaded. They came in care of a keeper.

CULTIVATION OF CASTOR-OIL SEED IN VENEZUELA.

[Consul Homer Brett, La Guaira, June 28.]

The war demand for castor oil as a lubricant and the consequent increase in the price of the seed were first brought to the attention of the Venezuelan public through information furnished to the newspapers by the consulate at La Guaira. As Venezuela has large areas of low-priced, unutilized land and scanty supplies of labor, the crop is particularly suitable to local conditions, and much interest has been aroused in the cultivation of "tártago," as it is locally known.

In its issue of June 25, the *Nuevo Diario*, of Caracas, published various articles and illustrations showing the success attained by various planters. Mr. Oswaldo Stelling, of Caracas, on his estate "Taborda," has gotten together no fewer than 22 varieties of *Ricinus communis* L., of which 18 show distinct characteristics in size or shape of seed. The principal ones of these varieties are: No. 1, with 700 seeds per kilo (kilo=2.2046 pounds); No. 9, red seed of Aragua, 2,000 per kilo; No. 12, North American, 3,000 per kilo; No. 13, medium-sized black and white of Taborda, 4,000 per kilo; No. 16, small, clear chestnut, 5,500 per kilo; No. 17, small, black and gray, 6,000 per kilo; and No. 18, which is a small gray seed from Yaracuy running 7,000 per kilo. As a general rule the smaller the seed the greater the proportionate content of oil.

A picture taken on June 1 of a plant from seed sown in the middle of April shows it well developed and in full flower. Another picture of bunches of seed containing, respectively, 174 and 228 pods of three seeds each is shown, planting having taken place March 6 and the photograph made June 1. The Venezuelan Agricultural Experiment Station has published a booklet with instructions for growing "tártago." There is hardly any limit to the country's productive possibilities, but adequate facilities for extracting the oil locally and thereby saving shipping space are badly needed.

DECLINE IN EXPORTS FROM MALAGA TO UNITED STATES.

[Consul Louis G. Dryfus, jr., Malaga, Spain, June 30.]

During the first six months of 1918 the declared value of exports from Malaga to the United States amounted to \$441,503, as against \$2,861,037 for the same period of 1917, representing a loss of \$2,419,534. This pronounced falling off in the value of exports has resulted from the Spanish embargo on shipments of olive oil, which continued in force until April. Then when this was removed the prohibition of importation of olive oil into the United States went into effect. The result was that no oil was shipped to American customers in the first six months of 1918, as against \$2,361,305 in the first half of 1917.

The only commodities of which shipments were made in increased values during the current half year were almonds and figs. Among the articles shipped during the present year which did not occur in 1917, were: Thymol, \$12,488; lemons, \$3,489; walnuts, \$26,474; palm leaf hats, \$623; red pepper, \$6,568; and licorice root, \$21,196. Decreases are to be noted in the shipments of guts for fishing tackle, essential oils, oxide of iron, aniseed, canary-seed, and wine. Commodities that were exported in 1917 but not in 1918 were cuttle fish bone, leaves of thyme, orange peel, grease and oils, sweet almond oil, olive

oil, rose water, anisette, and chick-peas. Shipments to the United States during the first quarter of 1918 were valued at \$144,920 and during the second quarter at \$296,583.

The value of exports to Porto Rico during the first semester of 1918 was \$1,636, as against \$103,365 in the same period of the preceding year. This decline is accounted for by the existing embargo on exports of chick-peas. Exports to the Philippines declined from \$894 to \$371.

Principal Articles and Declared Values.

By quantities and declared value, the shipments from Malaga to the United States during the first half of each of the past two years were:

Articles.	Jan.-June, 1917.		Jan.-June, 1918.	
	Quantity.	Value.	Quantity.	Value.
Chemicals, etc.:				
Cattle-fish bone.....pounds..	9,821	\$2,592		
Thyme, leaves of.....do.....	33,798	2,457		
Thymol.....do.....			1,062	\$12,488
Fish: Anchovies.....do.....	11,562	1,252		
Fruits and nuts:				
Almonds, shelled.....do.....	539,511	157,405	526,397	202,159
Figs.....do.....	15,907	1,146	93,350	6,864
Lemons.....do.....			952	3,489
Olives in brine.....do.....	3,422	1,016	4,688	1,970
Orange peel.....pounds..	41,193	3,003		
Raisins.....do.....			23,632	2,373
Walnuts.....do.....			99,884	26,474
Guts, for fishing tackle.....do.....	1,036	4,224	910	3,635
Hats, palm-leaf.....do.....			2,150	623
Oils:				
Essential.....pounds..	213,267	103,778	109,599	102,641
Almond, sweet.....do.....	3,360	2,007		
Olive oil—				
Edible.....gallons..	1,648,151	1,992,968		
Manufacturing.....do.....	267,198	368,337		
Sulphur.....pounds..	89,900	8,775		
Ore, iron.....tons.....	1,385	20,856		
Paints and colors:				
Oxide of iron.....pounds..	6,389,469	109,545	1,473,850	33,239
Oxide of iron, crude.....do.....	824,296	6,631		
Other minerals.....do.....	88,160	1,745		
Rose water.....do.....	13,908	733		
Roots, licorice.....do.....			161,688	21,196
Seeds:				
Anis.....do.....	101,278	18,136	5,510	870
Canary.....do.....	599,963	28,144	145,072	13,045
Spices, red pepper.....do.....			44,366	6,568
Spirits, wine, etc.:				
Anisette.....gallons..	1,887	4,868		
Wine.....do.....	4,506	5,120	1,136	1,329
Vegetables: Chick-peas.....bushels..	2,000	13,050		
Works of art.....do.....		2,668		2,368
Other articles.....do.....		581		172
Total.....		2,861,037		441,503

CHANGE OF NAME OF COLON BANK.

[Consul Julius D. Dreher, Colon, Panama, July 10.]

The Commercial National Bank in Cristobal, Canal Zone, which was opened for business here in July, 1915, was recently taken over by the American Foreign Banking Corporation of New York City and the name of the Cristobal bank was to-day changed accordingly. Although this bank is in Cristobal it is situated just across a street from Colon, in which it ranks first in the amount of banking business done in this city.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Medical depot supplies, No. 5337.—Sealed proposals will be received at the Medical Supply Depot, 628 Greenwich Street, New York, N. Y., until July 31, 1918, for furnishing and delivering in equal quantities each month from July to December, 1918, inclusive, coffee boilers, 8-day clocks, folding cork-screws, paper spit cups, cuspidors, egg whips, large graters, gridirons, knife sharpeners, hand lamps, stand lamps, metal door mats, meat cutters, sail-makers' needles, upholsterers' needles, common pins, basting spoons, and butcher steels.

Navy Department supplies, No. 5338.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., and firms desiring to submit proposals should give schedule numbers for furnishing the following: Schedule 1882, baskets for cups, plates, and bowls; schedule 1883, hand cringle fids, calking mallets, deck-paying cups, calking irons, sailmakers' needles, sailmakers' prickers, sailmakers' shears and marine spikes; schedule 1884, roping and seaming palms, and toilet paper; schedule 1886, emery crocus cloth, copper funnels, copper measures, brass machine screw nuts, sand flint and garnet paper, cotter, taper, and escutcheon pins, bronze mirror pivots, drawer pulls, key, hammock, grommet, curtain, and clinch rings, wood, lag, set, machine, brass, steel, and cap screws, bronze table sockets, wrought-iron cut railroad spikes, common fence and poultry staples, brass stencils for letters and figures, steel wire box straps, brass blank key tags, steel tool wedge, and steel wool; schedule 1887, scaling-off pinch chisel bars, carpenters' sliding T ship bevels, 4 by 4, 3½ by 3½ by 1 serving boards, sprinkling cans, bolt clippers, glass cutters, gauge glass, pipe, emery wheel, washer, bit, brace, etc., emery wheel dressers, steel coopers' drivers, hose expanders, hack-saw frames, center gauges, nipple holders, sewing ash and oak hawsing mallets, ship or top riveters' mallets, stencil-cutting outfits, dust pans, galvanized steel paint pots, snips, shears, and wire cutters, hand trenching shovels, plumbers' alcohol blow torches, and pipe tongs; schedule 1888, square neck bronze flush bolts, hermaphrodite calipers, screw C clamps, soldering coppers, grommet-inserting dies, sash curtain fasteners, stamping figures, crosscut files, rasps, etc., chisel handles, adz, ax, sledge, etc., hand-faced, claw adz, eye, copper, handled, blacksmiths', boilermakers', engineers', machinists', etc., hammers, garden hoes, carving-knife hones, packing hooks, electricians' pocket tool kits, putty, sailmakers' scraping, shoe, and chipping knives, plumbers' ladles, stamping letters, bronze sash lifts, diagonal cutting nippers, hard round-edge oil slips, railroad picks, combination pliers, cast brass plumb bobs, triangular zinc glaziers' points, drilling posts, 3-quart gasoline fire pots for solder, road rakes, packing screws, long and short handled hand shovels, wire bottom brass sieves, hardwood packing sticks, electricians' threading tools, kerosene and gasoline torches, plastering, cement, and brick trowels, machinists' bench vises, and pipe and chain screw socket wrenches; schedule 1889, gimlet and auger bits, carpenters' chisels, socket firmer gouges, drawing knives, machinists' levels, carpenters' pincers, block, jack, jointer, etc., planes, cutting punches, back, compass, crosscut, etc., saws, jewelers' common screw drivers, and carpenters' hand and bench screws.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Ibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 846 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingersoll Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 175

Washington, D. C., Saturday, July 27

1918

CONTENTS.

	Page.		Page.
Mexican import duty on beer.....	353	American purchases in Dunfermline.....	356
Names removed from enemy trading list.....	353	Prospecting for oil in British Guiana.....	356
Condition of Egyptian cotton crop.....	353	Grease recovery from waste materials in England.....	357
Regulations for contracts with Department.....	354	Output of Fort William starch works.....	366
Tapioea industry of Madagascar and Reunion.....	355	Allied chamber of commerce for Buenos Aires.....	366
Post office savings banks in New Zealand.....	355	Proposals for Government supplies and construction.....	367
		Foreign trade opportunities.....	368

MEXICAN IMPORT DUTY ON BEER.

[Consul General George A. Chamberlain, Mexico City, July 24.]

It is unofficially reported that the Mexican import duty on foreign manufactured beer has been lowered from 30 to 9½ centavos Mexican gold per kilo.

NAMES REMOVED FROM ENEMY TRADING LIST.

The following names have been removed from the Enemy Trading List, as announced by the War Trade Board:

Baasch & Romer, Puerto Cabello, Venezuela (July 26, 1918).

Baasch, Adolfo, Puerto Cabello, Venezuela (July 26, 1918).

CONDITION OF EGYPTIAN COTTON CROP.

[Consul Arthur Garrels, Alexandria, June 4; data taken from bulletins of Ministry of Agriculture and the Alexandria General Produce Association for May, 1918.]

During May the weather was changeable and generally cool and not beneficial to cotton. Rain and hail for two days in the early part of the month caused considerable local damage. Toward the end of the month more favorable weather condition prevailed. The water supply everywhere is ample. Resowing, thinning, hoeing, and watering are now under way.

Slight damage is reported from mole-cricket and cutworm attacks; occasional cases of sore shin have been noticed, but without damage of importance. Cottonworm egg masses are in evidence in isolated areas.

The unsatisfactory weather conditions have made the crop considerably later than last year, especially in Lower Egypt. In many places two and even three resowings were necessary. The extent to which it was necessary may be judged from the fact that resowing proceeded until the end of May. The early crop was affected most; the late one is doing comparatively well.

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REGULATIONS FOR CONTRACTS WITH DEPARTMENT.

To Chiefs of Bureaus and Offices in the Department of Commerce, and others concerned:

Your attention is directed to the following from a letter of the Attorney General to the Secretary of Commerce, dated June 18, 1918:

A situation which has arisen in the matter of Government contracts seems to me to require summary action. Owing to the tremendous increase in Government business and the speed with which it must be executed, some manufacturers because of ignorance or misinformation have thought it necessary to negotiate with the Government through contract brokers or contingent-fee operators. It follows that the system requires a contractor in making his estimate to load his bid with the contingent-fee item. The courts have universally condemned the contingent-fee contract. The methods employed by the contingent-fee operator are often insidious and reprehensible, and, in view of the fact that the average fee is 5 per cent, the resulting cost to the Government is very great. *As a means of breaking up this practice I have prepared the following form of covenant, which the President requests shall be inserted in all Government contracts:*

"The contractor expressly warrants that he has employed no third person to solicit or obtain this contract in his behalf, or to cause or procure the same to be obtained upon compensation in any way contingent, in whole or in part, upon such procurement; and that he has not paid, or promised or agreed to pay, to any third person, in consideration of such procurement, or in compensation for services in connection therewith, any brokerage, commission, or percentage upon the amount receivable by him hereunder; and that he has not, in estimating the contract price demanded by him, included any sum by reason of any such brokerage, commission, or percentage; and that all moneys payable to him hereunder are free from obligation to any other person for services rendered, or supposed to have been rendered, in the procurement of this contract. He further agrees that any breach of this warranty shall constitute adequate cause for the annulment of this contract by the United States, and that the United States may retain to its own use from any sums due or to become due thereunder an amount equal to any brokerage, commission, or percentage so paid, or agreed to be paid."

As an additional protection it is requested that your Department adopt as a regulation the following language taken from section 3722, page 735, Revised Statutes, as applied to the Navy Department: "And no person shall be received as a contractor who is not a manufacturer of or regular dealer in the articles which he offers to supply." This will synchronize the action of officials of your Department with that of the contractor, who is prohibited by section 3737, Revised Statutes, from transferring his contract or order, or any interest therein, to any other party.

It is accordingly directed that *all* contracts, whether formal or informal—the latter including those consisting of an offer and acceptance,—hereafter entered into by officers or agents of the Department shall contain the above form of covenant regarding the employment of contract brokers and contingent-fee operators, etc. Notice of this should be given to all prospective bidders.

Furthermore, the following regulation is hereby promulgated:

No person shall be received as a contractor who is not a manufacturer of or regular dealer in the articles which he offers to supply.

In calling for bids for the furnishing of articles, supplies, materials, and equipment the foregoing regulation should be incorporated in the notice or instructions to bidders at the time bids are solicited; and this regulation shall also govern in cases where an award is to be made for the furnishing of such articles, supplies, materials, and equipment, without soliciting bids therefor under the exceptions to the law requiring competition.

WILLIAM C. REDFIELD, *Secretary.*

TAPIOCA INDUSTRY OF MADAGASCAR AND REUNION.

[Consul James G. Carter, Tananarivo, Madagascar.]

No tapioca flour is exported from either Madagascar or Reunion, although tapioca in the crust form, that is, in pieces, is exported from both countries to France. This material is shipped to French firms handling tapioca and its products, and is, therefore, not treated further locally with a view to avoiding competition with the products of the French purchasers of the local output. A small quantity of tapioca consumed locally is usually sold in granulated form, but, for the reason stated above, even this is not exported to France. If sufficient inducement were offered it is likely that the producers of tapioca here would undertake to turn out tapioca in the powdered form for exportation to the United States.

Exports of Tapioca and Other Manioc Products.

Tapioca is made from manioc roots. In Madagascar the tapioca industry is less than ten years old and is yet confined to about six establishments, whose total output in 1916, the last year for which statistics are available, amounted to about 600 metric tons. The industry is very much older in Reunion, where there are eight establishments, whose total output amounted to about 3,000 tons in 1916. The quantity of tapioca, in metric tons, exported from Madagascar and Reunion in the years 1913 to 1916, inclusive, is shown in the following table:

Years.	From Madagascar.	From Reunion.	Years.	From Madagascar.	From Reunion.
	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
1913.....	576	2,268	1915.....	530	2,797
1914.....	469	2,175	1916.....	591	2,874

In Madagascar, manioc roots are used largely for the manufacture of manioc flour and fecula. The quantities, in metric tons, of these two products exported in the years 1913 to 1916, inclusive, were as follows:

Years.	Flour.	Fecula.	Years.	Flour.	Fecula.
	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
1913.....	611	1,166	1915.....	1,255	1,726
1914.....	685	333	1916.....	3,067	2,585

A list of manufacturers of tapioca in Madagascar and Reunion and of exporters of general merchandise in Reunion is transmitted [copies of which may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 102322.]

POST OFFICE SAVINGS BANKS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 22.]

At the end of the fifty-first year of the post office savings bank in New Zealand, which ended March 31, 1918, there were 791 branches or offices where post office savings deposits were handled, with 566,351 accounts then open, and a total credit balance of \$142,084,232. The Wellington post office took the lead, with Auckland second, Christchurch third, and Dunedin fourth in the list.

AMERICAN PURCHASES IN DUNFERMLINE.

[Consul Howard D. Van Sant, Dunfermline, Scotland, July 3.]

While there are no recent developments of importance in the linen trade in the Dunfermline consular district exports from the district to the United States continue to show a rapid decrease, the loss during the June quarter past amounting to \$114,445, compared with the June statement of 1917. In quantity or square yards the decrease in linens or flax fabrics alone is 369,483 yards, compared with the same period of last year. Cotton goods show an increase of 43,378 square yards, the value showing a loss of \$3,098 in comparison with the previous June quarter. A comparative analysis of these figures seems to indicate that the price of cotton goods has been considerably lowered, while the best linen fabrics are becoming scarce and higher in price each succeeding year of the war. The exports of jute paddings show a gain of \$2,650 compared with last year's figures for the same period. Linoleum machinery continues to be exported to the United States, the figure for the past quarter being \$8,448. The linoleum export business here seems to have ceased entirely as compared with a few years back, when the value of linoleum exports amounted to \$600,000 or more annually.

Fewer Invoices Certified—Principal Articles Shipped.

The loss in the number of invoices certified is becoming more noticeable as the value of single invoice shipments increase. It is claimed there is a smaller percentage of cost of shipment and risk of loss on larger shipments, and larger single purchasing orders or consignments are the result. In volume of actual trade each quarter shows a considerable decline in exports as well as in the number of invoices certified at this consulate.

The comparative value of shipments from the Dunfermline consular district to the United States during the quarters ending June 30, 1917 and 1918, is as follows:

Articles.	April-June, 1917.		April-June, 1918.	
	Quantity.	Value.	Quantity.	Value.
Woven flax fabrics.....square yards	672,172	\$321,445	302,689	\$220,445
Woven cotton fabrics.....do	91,732	22,207	48,354	19,109
Unlons.....do			47,755	19,036
Jute paddings (burlap).....yards	47,396	5,798	8,794	2,578
Linoleums.....do		1,448		
Golf clubs and iron heads.....pounds		4,919	506	561
Bleached tow yarns.....do	78,607	28,210		
Machinery.....do		603	48,100	8,448
Total.....		384,622		270,177

During the quarter ended June 30, 1918, there were no shipments from this district to Porto Rico and Hawaii, and no returned American goods.

Prospecting for Oil in British Guiana.

A Georgetown, British Guiana, publication states that the Venezuelan Oil Concessions, Ltd., an English company, operating in Venezuela, has secured from the colonial office a large concession in the northwest district of British Guiana to explore for oil.

GREASE RECOVERY FROM WASTE MATERIALS IN ENGLAND.

[Consul Augustus E. Ingram, Bradford, June 13.]

The June number of the Journal of the Society of Dyers and Col-orists contains a very interesting paper by J. H. Garner and J. F. Carmichael on "The recovery of grease from waste materials by the solvent extraction process."

Apart from the war-time necessity for saving fats and oils, the treatment of trade or municipal effluents containing grease is always a matter of great economic interest and value, especially in districts where wool textiles are manufactured. The paper referred to goes very thoroughly into the plant and methods used in Great Britain in connection with grease or sud cake and sewage sludge and also for grease refining; it is quoted nearly in full below:

Trade and Municipal Wastes.

There is no doubt that a very large proportion of the oils and fats used in the form of soap and run to waste as suds can and ought to be recovered, not only from those mills engaged in the woolen industry, but also from the sewage of those towns engaged in that industry, where as a rule considerable volumes of trade waste are discharged to the sewers. The oils and fats from the soaps are all in the sewage and can be recovered by suitable methods. The question is to make the process an economical one.

Another source of wastage was the animal fats from kitchens, and this went finally to the destructors. In the City of New York this matter had been dealt with, and the city garbage had been sorted and graded with a view to the recovery of fatty matter, resulting even in pre-war times in a revenue to the city. Here, in this country, all the refuse bones had, of course, been treated, because they contained about 12 per cent of grease; but it was not entirely to recover grease that the process was carried out, but rather as a preliminary process toward the manufacture of gelatin and bone phosphates.

Further, at the army camps in France and other countries, and even at home, all fatty matters are collected and treated for grease recovery, not only because of the fatty matter as such, but more especially on account of the glycerine which is obtainable by the saponification of the natural fats and oils when recovered. Then, again, there is the possibility of recovering valuable oils and fats from the waste fish and fish offal at all fishing ports, and this matter has lately received its share of attention.

Of course the question of grease recovery in connection with the woolen mills of the West Riding has received attention, but it has not been thorough, nor can it be said that any degree of finality has been arrived at. That part of the grease which was recoverable from effluents by acidification in seak tanks and steam pressing of the resultant magma was largely extracted because the process was simple and easy, but independent reports show that even this process was carried on very indifferently in many instances. Now, when the scarcity of grease is so great, attention has even been given to the recovery of the grease contained in the steam pressed cake.

These, then, are the main sources from which oils, fats, and grease may be recovered, but they have not been sufficiently exploited. Generally speaking, there is one principle on which the efficient and thorough extraction of grease depends, and that is extraction by solvent.

The solvent extraction process had been applied prior to the war to the recovery of valuable oils from oil seeds and from the oil cake of the seed crushing mills, and in this way, after the finer grades of oils, such as castor, palm kernel, linseed, rapeseed, and cottonseed, had been pressed out of the various seeds, the press cake was disintegrated and treated by the solvent process for the recovery of second and third-grade oils which could not be pressed out. Only to a slight extent, however, had the solvent process been applied to the recovery of grease from materials such as sud cake and sewage cake, which contain low-grade oils and greases.

The object of this paper is to outline in general the application of a solvent extraction plant to those materials which hereto have been neglected, with special reference to sud cake from the textile industries and sewage sludge from towns engaged in the woolen trade.

Oven and Filter Presses for Handling Sud Cake.

Before proceeding to describe the plant and method of operation it will be necessary to discuss in greater detail these two classes of material.

Sud or seak cake.—Dealing first with sud cake, this material varies considerably in composition, according as it is derived from wool washing, piece scouring, or other textile refuse, and also according to the type of steam press which has been used for pressing the fatty magma produced from the seak plant.

At the present time there are two types of steam press in general use: (1) The oven press, in which the magma is pressed after being wrapped in sacking by manual labor; (2) the steam-heated filter press, into which the previously heated magma is forced either by steam pressure alone or by steam and compressed air used alternately. The cake from the oven press, with careful working, contains only 12 to 15 per cent of moisture, and, being only about one-fourth inch thick, can readily be broken into small pieces, in which condition it is ready for the solvent-extraction process.

During recent years there has been a tendency to replace the oven press by the steam-heated filter press, following the method adopted at the Bradford and Morley sewage works. The steam filter press has much to recommend it. The operating expenses are less than in the case of the oven press, and since it obviates the wrapping up of the magma in cloths, it becomes possible to collect the magma by means of a suitable tank wagon from individual works and to carry out the steam pressing at one central plant.

Experiments With Steam-Pressed Magma.

The Royal Commission on Sewage Disposal, in its ninth report, points out: "When grease or oil is recovered from any scouring liquors, manufacturers would be wise to consider the replacement of the old forms of grease press by the modern steam-heated filter press, and also to turn their attention to the sale of the partially degreased cake." The only disadvantage of the steam-heated filter press is that the cake is not in a suitable condition for direct extraction by a solvent. It may contain 35 or more per cent of moisture, and, being about $1\frac{1}{2}$ inches thick, does not dry quickly when stored. However, this difficulty may be overcome by drying the material on a floor heated by waste flue gases or exhaust steam, or by passing the material through a mechanical dryer. The cake should be dried down to

10 to 15 per cent moisture and roughly disintegrated before the solvent-extraction process is attempted.

The following table, taken from "Trade Waste Waters" (Dr. Wilson and Dr. Calvert), will serve to show the results, expressed in parts per cent, obtained by the steam pressing of magma. It will be observed that the press cake contains from 20 to 30 per cent of grease on the perfectly dry solid matter, and the greater part of this can be recovered by the solvent process.

	Calculated on dry solids.			Percentage of total grease not recovered.
	Organic matter.	Mineral matter.	Grease.	
1. Magma.....	90.65	9.32	71.05	15.70
Cake.....	77.61	22.39	27.81	
2. Magma.....	94.51	5.49	80.89	9.22
Cake.....	81.13	18.87	28.06	
3. Magma.....	89.83	10.17	58.48	29.80
Cake.....	83.71	16.29	29.57	
4. Magma.....	93.74	6.26	60.95	10.77
Cake.....	82.90	17.10	20.03	
5. Magma.....	93.97	6.03	67.22	24.17
Cake.....	86.04	13.96	33.13	
6. Magma.....	93.15	6.85	69.02	13.23
Cake.....	81.93	18.07	22.77	

Results Obtained with Sewage Sludge.

Sewage sludge.—It will be obvious that the economical recovery of grease from such a crude material as sewage sludge, which seldom contains less than 90 per cent of water, presents a far more difficult problem than the recovery of grease from the effluents from the woolen industry. This is due to the comparatively low grease content of the material and to the mechanical difficulties and expense involved in reducing the percentage of moisture to such an extent that the material can be treated by the solvent extraction process. Further, the peculiar local conditions which exist at most sewage works demand that careful investigation and consideration should be given to each individual case before the exact details of the process can be decided upon. It is therefore on this occasion not proposed to enter into any detailed discussion of the "sludge problem," but merely to describe what has been accomplished in certain individual cases.

The table below shows the analytical results of average samples of sludge taken from the works of 12 towns engaged in the textile industry, expressed in parts per cent on perfectly dry solid matter:

Analysis.	Organic matter.	Mineral matter.	Total fatty matter.	Total nitrogen.	Nitrogen after de-greasing.	Remarks.
1.....	77.10	22.90	42.59	3.12	5.43	Shoddy trade.
2.....	72.76	27.24	41.74	2.50	4.29	Rag pulling and shoddy.
3.....	63.12	36.88	30.45	2.90	4.25	Woolen and silk.
4.....	73.35	26.65	29.44	3.01	4.26	Woolen.
5.....	63.14	36.86	22.10	2.62	3.36	
6.....	62.02	37.98	20.18	3.09	3.87	Blanket and woolens.
7.....	57.20	42.80	20.73	2.00	2.52	
8.....	60.19	39.81	19.37	1.87	2.32	
9.....	38.18	61.82	15.77	1.22	1.44	A lime-precipitated sewage.
10.....	50.30	49.70	16.84	1.90	2.28	
11.....	49.18	50.82	15.47	2.00	2.36	
12.....	55.87	44.13	13.70	1.20	1.42	A purely domestic sewage. Trade waste not allowed in sewers at these works.

In only two instances has any attempt been made at grease recovery, and in both cases the attempt has been entirely successful. (It ought to be stated that Bradford is not included in this list.) In most of the other cases, so far from any attempt at grease recovery being made, the sewage is generally dosed with lime as a precipitant, which has the effect of lowering the percentage of grease in the resultant sludge, as well as rendering its recovery a costly if not impossible undertaking.

Precipitation Methods—Two Classes of Sludges.

In one of the cases cited experiments over several months have shown that the replacement of lime by an acid precipitant, such as niter cake used judiciously, has resulted in the production of a sludge containing 30 per cent of grease on the dried solid matter, as against only 12 to 15 per cent when lime was used. Further, the application of a small quantity of milk of lime to the precipitation tank effluent, to counteract any tendency toward acidity, has resulted in the production of a final effluent from the filtration process much better than was obtained after direct lime precipitation of the sewage. The cost of chemicals was practically the same in each case, while on the one hand a sludge rich in grease was produced, and on the other a worthless sludge.

It will be seen from Table No. 2 (last above) that the percentage of grease in the dry solid matter varies from slightly over 40 per cent to 15 per cent, and this latter figure must be regarded as the minimum below which recovery from this class of material can not be profitably carried out. It is also possible roughly to divide sludges into two classes, those containing a percentage of grease of 30 or more and those containing less than 30 per cent of grease. It is advisable to treat the first class by acidification and pressing in steam-heated filter presses, and after removing a portion of the grease in this manner to dry the press cake down to 15 to 20 per cent moisture previous to its extraction by the solvent process. In fact, the method is almost identical with that adopted in the case of steam pressing the magma from seak plants in the same type of filter press.

With regard to class 2, it has been found that the quantity of grease which can be removed by steam pressing is not sufficiently large to warrant that operation being performed, and that it is more economical to acidify the raw sludge and to filter-press it cold. In this case all of the grease present in the sludge remains in the press cake, and the operation of pressing is purely a dewatering process. Generally the operation results in the production of a press cake containing from 45 to 50 per cent of moisture. Such a cake is, of course, too wet to be degreased by the solvent process. It must first be dried down to 15 to 20 per cent moisture either on a drying floor or preferably by some form of mechanical drier.

Mechanical Dryers for Large Quantities of Press Cake.

When dealing with large quantities of press cake, either from steam presses or cold presses, the use of a mechanical dryer is far more expeditious and requires less room than is required for the natural drying of the material. It may be interesting to give a brief description of a few types of mechanical dryers.

(1) *The Ruggles-Coles dryer.*—This form of dryer was originally designed for drying cement. It has been in use at Bradford and

Tadcaster, and is in use at Huddersfield and Norwich. This machine consists of two concentric inclined cylinders, fitted with steel tires and rotating gear and mounted upon bearing wheels. It is arranged so that the flue gases from a furnace pass downward through the inner cylinder and return through the annular space between the inner and outer cylinders and thence to the chimney. The press cake to be dried is broken up and fed into the upper end of the space between the two cylinders, and is carried along by the rotary motion of the machine, and finally discharged in a dry condition at the lower end. The motion of the material is thus contrary to the motion of the flue gases, which take up and carry off the moisture from the material.

(2) *The Dublin dryer.*—This dryer consists of a fixed vertical iron cylinder fitted with a central revolving shaft. Inside the cylinder is a series of horizontal shelves provided with suitable openings. The shelves are attached alternately to the cylinder and the central shaft. Under each shelf six radial scrapers are fixed, those under the fixed shelves working upon the upper surface of the revolving shelves, and those under the revolving shelves operating upon the upper surface of the fixed shelves. Five of the six scrapers take the form of a toothed rake, while the sixth is solid and pushes the material forward until it falls through the hole onto the shelf below and is at length discharged at the bottom of the cylinder. The drying is effected by the flue gases, which pass upward through the cylinder and carry off the moisture from the material.

A Third Type of Dryer.

(3) *B. T. W. dryer.*—Another form of dryer is the B. T. W. combined refuse destructor and dryer. This consists of two inclined revolving steel cylinders placed one above the other in a continuous brick flue. The cylinders are 24 feet long and 2 feet 6 inches in diameter. Through the upper runs a fixed girder, to which for the upper third of its length fixed scrapers are attached, reaching close to the inner surface of the cylinder. The middle third of the girder is provided with teeth, which engage with other alternate teeth fixed to the inside of the cylinder. To the inside of the upper cylinder in its lower third and throughout the whole length of the lower cylinder lifting vanes are attached. The upper cylinder revolves 12 times a minute and the lower one at half this rate.

The sludge is forced into the cylinder by a worm; the scraper on the fixed girder prevents it from adhering to the inner surface of the cylinder; the engaging fingers on the girder and the cylinder break it up into small pieces; and the lifting vanes previously mentioned keep it constantly in motion and throw it about from side to side in its passage through the dryer.

The sludge is dried partly by hot gases from the furnace, which surrounds the cylinder in the brick flue, and partly by warm air which is driven through the cylinder by means of a fan. The furnace is built after the manner of a refuse destructor and is thus able to burn very low grade fuel.

Equipment of Extraction Plant.

Having now described the preparation of the raw material it remains to describe the plant and process of extraction.

Extraction plant.—The extraction plant consists of a steel or cast-iron vessel known as the “extractor,” for holding the material during extraction; a smaller vessel known as the “still,” for removing the last traces of the solvent from the recovered grease; a condenser, for condensing the solvent vapor and steam used in the process; a gravity separator, for separating the mixture of condensed solvent and water; a storage tank for the solvent, and cast-iron or lead-lined vats for the refining of the recovered grease. In addition there is, of course, the requisite supply of steam and the circulating water for the condenser.

Extractor.—The design of the extractor may vary widely as regards both capacity and arrangement, the capacity ranging from 2 to 7 tons of material. The diameter does not usually exceed 8 feet, which figure has been found by experience most convenient.

As will be shown later, the height of the extractor must be considered in connection with the nature of the material to be operated upon, otherwise certain difficulties in the process work may arise. There are, however, certain fixed features in the design. The charging door should be at the top, and the discharging door either at the bottom or at the bottom of the side. A false bottom of removable perforated iron plates is arranged in the lower part of the extractor at the same level as the bottom of the discharge manhole. These perforated plates are covered with one or two layers of canvas or sacking, over which is placed a second set of light sheet metal perforated plates to hold the canvas in position. These then act both as a support for the material and as a filter for the grease solution.

That portion of the extractor below the perforated plates serves, at the commencement of the process, as a receptacle for the solvent, and later for the mixture of grease and solvent. Fitted into this lower portion are an open steam pipe, a closed steam coil, and pipe connections to the solvent storage tank and the still. Leading from the top of the extractor the condenser is a 6-inch cast-iron pipe for conveying the vapors. All pipes are, of course, fitted with the necessary valves and taps.

Still, Condenser, Separator, and Storage Tank.

Still.—The still is merely a steel or cast-iron cylinder containing a closed steam coil and an open steam pipe, as in the case of the extractor. It is also fitted at the top with a vapor pipe leading to the condenser, and at the bottom with a draw-off pipe for the removal of the recovered grease to the refining tanks.

Condenser.—In connection with the condenser it has been found, when dealing with sud cake and sewage cake, that special precautions must be exercised because of the volatile fatty acids which are evolved and carried up with the steam and solvent vapor. The common type of condenser, with steel or wrought-iron tubes, will not stand more than six to nine months of continuous working, while brass tubes are gradually dezincified and must be replaced after 12 to 18 months' use. The two most satisfactory forms of condenser are the tubular contraflow condenser with copper tubes, which, although expensive initially, is very efficient, and the improved multitubular cast-iron condenser. At the present time, however, copper is unobtainable and the use of the cast-iron condenser becomes a necessity.

Gravity separator.—The gravity separator is a simple arrangement wherein the mixture of solvent and water coming from the con-

denser separates because of the difference in their specific gravity. The water, being the heavier, goes to the bottom of the vessel and is syphoned away to the drain, while the solvent is drawn off from the top and returns to the storage tank. The operation is automatic.

Solvent storage tank.—The solvent storage tank is simply an iron tank with a gauge glass and with a pipe connection for admitting solvent into the lower portion of the extractor and a return pipe from the separator.

In designing and erecting a solvent extraction plant for dealing with large quantities of low-grade material it also becomes necessary to arrange that the charging and emptying of the extractor can be accomplished rapidly and with a minimum of labor.

Process of Extraction Described.

The process of extraction is carried out as follows: Having carefully arranged the perforated plates and canvas, the bottom door of the extractor is closed and jointed upon the extractor body. A charge of dry material is then fed through the top manhole into the extractor, and the manhole door carefully secured upon the jointing. The quantity of material which can be worked as a charge in a given extractor has been found to vary with the nature of the material. If the material contains a large proportion, say, 45 to 55 per cent, of mineral matter, such as sand and dirt, it is possible as a rule to work with an extractor 8 or 9 feet in depth and to have almost thorough extraction, because of the openness and stability of the material.

With a material containing 25 per cent of mineral matter and a large quantity of organic matter in addition to grease, it may only be possible to work with a depth of 4 to 5 feet of material. This is because the material when saturated with the solvent tends to disintegrate and settle down into a compact mass upon the perforated plates, which, if a great weight of material is used, become choked, with the result that the upward circulation of the solvent and the passage of the grease downward into the bottom portion of the extractor are prevented, thus causing very indifferent extraction to occur. With material of this character it is necessary that the diameter of the extractor should be large in comparison with the height, so that the pressure of material on the perforated plates is not too great.

The next operation is to run a volume of solvent, 100 to 150 gallons, from the storage tank into the lower portion of the extractor. Steam is then gradually turned into the closed coil and the solvent gently evaporates, rising through the perforated plates into the material and finally through it into the condenser. The liquid from the condenser then passes onward through the separator, the solvent returning to the storage tank. In this manner the whole mass of material becomes heated and saturated with solvent, and there is then a continuous percolation of grease dissolved in the solvent downward through the perforated plates and into the lower part of the extractor.

Recovering the Solvent.

Fresh supplies of solvent are admitted from the storage tank to the extractor from time to time, so that a steady stream of liquid runs into the separator. This process is continued for 6 to 10 hours, according to the weight and nature of the material; by this time

practically the whole of the grease will have been brought down into the lower part of the extractor. Further additions of solvent are then discontinued, and the steam coil is gradually turned on full bore until the flow of solvent from the condenser almost ceases. The lower part of the extractor then contains a saturated solution of grease. This is next removed to the still by closing the vapor valve on the extractor and admitting a little open steam until a pressure of 2 to 3 pounds is shown on the gauge. The valve on the pipe connecting the extractor to the still is then opened, and the grease solution is forced by the pressure from the extractor to the still. If the material is rich in grease, this blowing-out process may have to be carried out two or three times during the extraction process, as well as at the finish.

It now remains to recover the solvent with which the extracted material is, of course, saturated. This is accomplished by keeping on the closed coil at full, and at the same time admitting a blast of open steam, gradually increasing in intensity, into the lower part of the extractor. The mixture of steam and solvent vapor passes as before to the condenser, thence to the separator, from which the solvent returns to the storage tank. This operation is continued until a sample of the liquid flowing from the condenser shows only a film of solvent, the time generally occupied being four or five hours. All steam is then shut off, the vapor valve closed, both doors opened, and the extracted material is ready for discharging. While the discharging of the material is being carried on the process of recovering the solvent from the grease in the still is proceeded with, and this is effected in exactly the same manner as the recovery of the solvent from the extracted mass.

When solvent ceases to be evolved from the still the remaining grease is blown out by steam pressure into the refining vats, this being the final stage of the process. The extractor is then cleaned out and prepared for the next charge. The time of a complete cycle or operation is generally from 14 to 16 hours.

Grease Refining—Points to be Observed.

Grease refining.—The treatment for the refining of the grease consists in rapidly raising the grease to 100° C. by means of live steam, then adding brown oil of vitriol (80 per cent acid) amounting to 2 to 3 per cent of the weight of grease, and maintaining a brisk mixing for 20 minutes by means of the perforated steam pipe. After settling for 24 to 48 hours the supernatant grease is drawn off and barreled, leaving the dirt and water behind. In this way a product containing only 1 or 2 per cent of impurities, including dirt and moisture, can be obtained, and the full market value realized.

It must be carefully noted that in order to carry out the process to the best advantage special attention should be given to the following points:

Steam supply.—There should be an ample supply of steam, preferably from a Lancashire or similar boiler working at not less than 100 pounds pressure, in order to insure a high temperature for the evaporation of the solvent and to provide a good blast of open steam for the removal of the solvent absorbed by the material.

Solvent.—When dealing with low-grade material petroleum benzine is by far the most suitable and economical solvent. It is lighter

than water and separates quickly and almost completely from it, and in addition it possesses low specific and latent heats.

It is also very important that a specially fractionated benzine should be used in order to reduce loss of solvent to a minimum. Fractions distilling completely between 90°-110° C. or 100°-120° C. have been found most suitable as being slightly above the boiling point of water. They have the great advantage that by their use any excess of moisture in the material is evaporated and more complete extraction is then obtained. Working under the conditions outlined it has been found after several years' experience that the average loss of solvent falls between 1 and 1½ per cent by weight of the raw material extracted, or, in other words, the loss of solvent per ton of material is from 3 to 4½ gallons.

Disposal of Residue.

Before giving a statement of working expenses and returns from the operation of the solvent process, some reference ought to be made to the disposal of the residual material after extraction. At the present time the greater part of the sud cake produced in the West Riding is sold for making artificial manure, and not only is the grease wasted, but it is actually detrimental since it renders the material impervious to water and less readily decomposed.

The material after its discharge from the solvent extraction plant contains only 4 or 5 per cent of grease and about 10 per cent of moisture. It is far more friable and in much better condition than the original cake; and since the grease and water have been eliminated, the percentage of nitrogenous matter becomes proportionately higher. The value of the material as a fertilizer is therefore greatly enhanced, and, in fact, at least double the price of the original cake has been obtained for the degreased cake.

The increasing demands for organic fertilizers, owing to shortage of farmyard and stable manure, will certainly lead to higher prices for this material in future, and the revenue from this source will prove an additional incentive toward the more frequent adoption of the solvent extraction process.

Working Costs and Returns of Sud-Cake Plant.

The following figures are taken from the workings of a two-unit solvent extraction plant working on sud cake:

The plant and buildings, etc., cost approximately \$24,300. The quantity of sud cake treated per working week of 130 hours is 60 tons. Interest on capital at 7½ per cent amounts to \$35.30; labor per week, \$83.20; benzine loss, per week, \$109.50; coal, water, and other expenses, \$85; total per week, \$313.

The revenue from the plant, of course, depends on the quality of sud cake extracted. In this case the figures are based on an average of 15 per cent grease content. Sixty tons sud cake, 15 per cent grease, yields approximately 50 tons of fertilizer readily saleable at \$5 per ton, and 6 tons 12 hundredweight of grease. Leaving the question of the sale of fertilizer entirely out of consideration, to recover 6 tons 12 hundredweight has cost \$313, or \$47.50 per ton of grease, while the market price for similar grease is at the present time about \$200 per ton.

Of course, when material containing 20 per cent or 25 per cent of grease is being worked, the returns of grease are higher, and as there

is little increase in operating expenses, the cost per ton of recovered grease becomes much lower.

Returns When Using Sewage Sludge Cake.

A three-unit solvent extraction plant, erected in 1914 at a cost of \$10,000. (which, of course, is much below the present-day value of the same plant), gave the following results:

Eighty tons of cake containing an average of 15 per cent moisture and 25 per cent grease produced approximately 65 tons fertilizer and 14 tons 8 hundredweight of recovered grease over one full week of 168 hours.

The total cost of operation, allowing \$7.30 for producing each ton of material suitable for extraction, amounted to \$1,050.

The fertilizer sold for \$6.05 per ton, and thus almost covered the cost of pressing and drying the raw sludge.

The cost per ton of recovered grease amounted to \$73, or, allowing for the value of fertilizer, \$45.

Sufficient has been said to show that even apart from the urgency for preventing the waste of oils and grease, the recovery of these materials when carried out with carefully controlled and well-designed plant may become a profitable undertaking, and it is hoped that manufacturers and local authorities will investigate their own particular cases and, where possible, make some effort to recover much of the grease that at the present time is being wasted.

OUTPUT OF FORT WILLIAM STARCH WORKS.

[Consul G. R. Taggart, Fort William and Port Arthur, Ontario, Canada, July 10.]

The Canada Starch Co. (Ltd.), has two plants, of equal size, in Canada, for the manufacture of corn products, one at Cardinal, Ontario, and the other at Fort William, Ontario. The Fort William plant is valued at \$2,500, for plant and fixtures. It has the most modern equipment, some of which came from the United States. About 4,000 bushels of corn are ground daily, the corn coming from the United States. The products manufactured from the corn are, starch, glucose, corn sirup, corn oil, and stock feed.

All these Fort William corn products are ordinarily sold in Canada. Glucose shipments, however, to the value of \$6,218, were made by the company to the United States in April and May, 1918.

ALLIED CHAMBER OF COMMERCE FOR BUENOS AIRES.

[Commercial Attaché Robert S. Barrett, Buenos Aires, Argentina, June 4.]

An Allied chamber of commerce has been organized in Buenos Aires with the object of unifying and promoting the commercial and trade interests of the nations at war with the Central Powers. The Allied chamber will be governed by three delegates from each of the British, French, Italian, and Belgian Chambers of Commerce and three delegates from the American Commercial Club. Headquarters have been opened in the center of Buenos Aires with a paid secretary in charge. From this headquarters information of interest to the various organizations constituting the Allied chamber will be forwarded.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 5339.—Sealed proposals will be received by the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., and firms desiring to submit proposals should give schedule numbers for furnishing the following: Schedule 1890, ship carpenters' adzes, ship augers, saddlers, belt, and broad awls, broad-chopping coopers' axes, counter-sunk, expansive, and screw-driver bits, forged steel tapped borers, miter boxes, bevel gear, corner bit braces, carpenters' compasses, ratchet, hand, and breast drills, double-cut gimlets, steel hand groovers, shingling hatchets, carpenters' plumbs and levels, rawhide carpenters' mallets, glue pots, nail pullers, center, coopers' coppering, gasket, screw, steel-plate, pin, and lever punches, carpenters' caliper rules, wood, ship, and cabinet scrapers, tool steel pocket screw drivers, nail, tool, and handsaw sets, awls, chisels, files, etc., spoke and bucket shaves, pallette knives and spatulas, steel caliper slide, combination woodworkers' try-square, miter, etc., squares, straightedges, woven steel tapes, carpenters' trammels and yardsticks; schedule 1891, sanding, disk, and spindle machine; schedule 1892, machinists' chisels, machinists' dividers, flat, taper square shank drills, depth drill, radius, etc., gauges, machinists' levels, straight drill-socket, etc., reamers, steel rules, machinists' scrapers, machinists' scribers, rivet sets and headers, combination machinists' try, flat, and caliper slide squares, and cheeknut, pipe, S, alligator, pocket, and engineers' wrenches; schedule 1893, universal saw benches, automatic knife grinder, 12-16-24-20-inch jointers, dovetailing, grinding, nailing, box-board matching, medium rip saw, automatic rip and crosscut saw sharpening, hand sawing, sash and door, scroll-sawing, and combination saw and dado machines, light, vertical, hollow chisel mortise machines, rod and dowel machine, double-disk sand machine, shaping, double spindle, surfacing, light tenoning, and heavy tenoning machines, wood trimmers', tool grinders', and bench trimmers' machines, large and medium chisel mortiser, and 24-inch single cylinder surfer; schedule 1894, milling, plain, universal, constant-speed, drive, and vertical spindle machines, and screw-cutting engine lathes.

Bench mark posts, No. 5340.—Sealed proposals will be received by the Department of the Interior, Washington, D. C., until August 1, 1918, for furnishing 1,000 wrought iron bench mark posts for use of the Geological Survey, with the privilege of ordering 1,300 additional posts during the fiscal year ending June 30, 1919.

Cutlery, No. 5341.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until August 2, 1918, for furnishing in equal quantities to be delivered each month from July to December, 1918, inclusive, 470,000 table knives, 535,000 tea-spoons, 531,000 tablespoons, and 520,000 dinner forks.

Ash conveyor, No. 5342.—Sealed proposals will be received by the Department of the Interior, Washington, D. C., until August 5, 1918, for one steam jet ash conveyor to be installed complete ready for use in the boiler room of the General Land Office Building, Seventh and E Streets NW., Washington, D. C.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Aniline dyes-----	27236	Groceries-----	27231
Automobile and accessories-----	27234	Haberdashery and fancy goods-----	27231
Carbonizing plant-----	27237	Hardware-----	27230
Chemical products-----	27236	Ironmongery-----	27231
Cigarette machinery and equipment-----	27233	Machinery-----	27234, 27237
Crown corks-----	27229	Novelties-----	27235
Cutlery-----	27231	Plated ware-----	27231
Glassware-----	27231	Soap materials-----	27232

27229†.—A firm in Norway desires to be placed in communication with American manufacturers of crown corks who would be able to supply them with large quantities of these corks. Samples showing kind of cork desired may be examined at the bureau or its district offices. (Refer to Miscellaneous Exhibit No. 200.)

27230.*—An agency is desired by a man in the Canary Islands for the sale of small hardware. Payment will be made upon delivery of shipping documents at destination. Correspondence may be in English. References.

27231.†—A company in Australia desires to secure an exclusive agency for the sale of household ironmongery, including enamelware; builder's ironmongery; cutlery; plated ware; glassware; haberdashery and fancy goods; and proprietary grocery lines. A bond up to any reasonable amount will be entered into, if necessary, by the company.

27232.*—A man in a Spanish insular possession desires to secure an agency for the sale of raw materials used in the manufacture of soap. Payment will be made upon delivery of shipping documents at destination. Correspondence may be in English. References.

27233.†—A cigarette manufacturing company in Bolivia, which is about to install a new plant, desires to receive catalogues and full information from American manufacturers and exporters of cigarette-making machinery and equipment.

27234.*—A firm in Argentina desires to purchase and secure an agency for the sale of automobiles and accessories, self-starters, batteries, and other such equipment for automobiles. Correspondence may be in English. Reference.

27235.*—A company in Spain wishes to purchase and secure an agency for the sale of technical and patented apparatus, machinery, and novelties which are unknown in Spain, and other machinery of all kinds. Quotations may be made f. o. b. New York or New Orleans. Cash will be paid. Correspondence may be in English. References.

27236.*—A man in France is desirous of purchasing or securing an agency for the sale of chemical products and aniline dyes. Correspondence should be in French.

27237.*—A man in South Africa is in the market for wool-washing machinery and automatic wool-drying machinery; also a carbonizing plant. Complete information, including catalogues, price lists, etc., should be submitted. He already operates a wool-washing establishment. Correspondence may be in English.

COMMERCE REPORTS



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No. 176

Washington, D. C., Monday, July 29

1918

CONTENTS.

	Page.		Page.
Forecast of Greek currant crop.....	369	New reinforced concrete bridge in Minas Geraes.....	379
Restriction upon importation of bananas or plantains.....	369	Government exhibit of foreign textile samples.....	380
American interests acquire New Brunswick railway.....	369	Beet-sugar industry in Australia.....	380
British household fuel and lighting order.....	369	Club privileges for foreign buyers.....	381
Laces and embroideries in Bermuda.....	373	Japanese bean cake and the food problem.....	382
Exchange commerce between Norway and Russia.....	373	Efficient work of employment service praised.....	382
Construction work.....	374	Italy extends wool requisition.....	382
American tomato seed desired in Mazatlan.....	375	Proposals for Government supplies and construction.....	383
British trade after the war.....	376	Development of petroleum deposits in New Zealand.....	383
Demand for farm implements in Scotland.....	378	Shortage of linseed for Australian seed-crushing industry.....	383
Coromandel peanuts for United States.....	378	Foreign trade opportunities.....	384
Coal mining in the Swatow District.....	379		

FORECAST OF GREEK CURRANT CROP.

[Cablegram from American consul, Patras, July 25.]

Currant crop forecast 140,000 tons. Old stock available for export about 40,000 tons. Market low.

RESTRICTION UPON IMPORTATION OF BANANAS OR PLANTAINS.

The War Trade Board has, by a new ruling (W. T. B. R., 179), decided that no license will hereafter be issued for the importation of bananas or plantains except upon condition that they be brought forward on a vessel approved for that purpose by the Caribbean Committee of the Shipping Control Committee of the United States Shipping Board.

AMERICAN INTERESTS ACQUIRE NEW BRUNSWICK RAILWAY.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 15.]

The Beersville Railway, a short road of only 7 miles in length connecting with the main line of the Canadian Government system at Adamsville, a few miles north of Moncton and running to Beersville where coal deposits occur, was sold at auction on the 13th instant to an American representing the bondholders. The purchase price was \$10,000 subject to liens against the road, one of which, amounting to \$16,200, is held by the provincial government, and another of \$8,400 is held by a private individual.

BRITISH HOUSEHOLD FUEL AND LIGHTING ORDER.

[British (Government) Board of Trade Journal, July 4.]

The new Household Fuel and Lighting Order, which was signed by the president of the Board of Trade on June 28, came into operation on July 1. The object of this order is to save coal.

Not less than a quarter of the coal previously available for domestic use and consumption must now be saved. If household coal alone

had been considered the saving required would have necessarily been greater, but it was felt that it would be unfair to make heavy reductions in the supply of coal if gas and electricity for fuel had been allowed unchecked. The saving required has therefore been distributed over all three and a household may take the fuel it requires as gas or coal or electricity up to a given total quantity according to its size and needs. If it takes less coal it obtains more gas and vice versa. So with electricity. As gas and electricity for lighting are usually supplied through the same meters as gas and electricity for fuel, the order must extend to cover this.

Gas and Electricity Equivalents—The Importance of Gas.

The method of relating coal, gas, and electricity is to fix a fuel allowance in tons and to permit of the substitution of 15,000 cubic feet of gas or 800 Board of Trade units of electricity for one ton of fuel. Fuel may be converted into gas or electricity at the option of the consumer by quarter tons, but not by a less fraction. Much consideration has been given to these equivalents. There are two governing factors. First of all the amount of gas or electricity required by a consumer to obtain the same effective service as the burning of a ton of raw coal. Second, the amount of gas or electricity to be produced by the consumption of a ton of raw coal at the gas or electricity works. There is no necessary correspondence between these two factors, and the result adopted represents what is regarded as a fair and proper compromise.

Owing to the importance of carbonizing coal in gas works in the interests of the nation as a whole, it is not desired to restrict the consumption of gas if it can be produced and used in place of raw coal. Coal when carbonized at a gas works, in addition to providing gas, provides also a quantity of fuel oil, of tar, of fertilizer (sulphate of ammonia), of coke, and from these products in turn are made a variety of drugs, chemicals, and explosives. There is a distinct national gain at this moment in consuming gas and coke in place of coal. Unfortunately, for various reasons, it is not possible to manufacture sufficient gas in certain districts to meet the demands of consumers, and in those districts it may be necessary to reduce the quantity of gas allowed for each ton of fuel to a less figure than 15,000 feet. The minimum figure may be taken at 12,000 cubic feet, but even this will give satisfactory service to the consumer. Similarly, in more fortunate districts it may be desirable to stimulate the consumption of gas, and in those districts the allowance may be increased up to a maximum of 18,000 cubic feet. It is not possible to avoid this inequality, but it may be observed that the higher equivalents will apply chiefly in the north and will compensate for the colder climate. These modifying adjustments will only be made when experience of the working of the order has shown them to be imperative. The production of gas will be dependent to some extent upon the demand for gas by consumers.

Shortage of Coal.

There is a serious shortage of coal which has made this effort at economy unavoidable. This shortage is due to several causes.

(a) The withdrawal of 75,000 skilled miners from the collieries, which means a reduction in output of about 22,500,000 tons of coal in the year.

(b) The requirements of the allies. The coal essential to the war industries of France and Italy has now to be found almost wholly by Great Britain. Coal is also sent to neutral countries in exchange for the food and supplies needed by us, and has obtained for the nation the use of neutral ships in all parts of the world. The further supplies for these purposes will be about 12,500,000 tons per annum.

(c) The restriction on coastwise shipping occasioned by the submarine pest and the diversion of tonnage to war transport have aggravated the strain thrown upon the heavily burdened railway system of the country, and apart altogether from the quantity of coal available a reduction in the quantity to be moved is inevitable.

This order deals with household coal only, but includes in this supplies for home industries and for bakeries, laundries, and other businesses which may be used in substitution for household work. It is useless to economize in coal at home if the washing or baking is done elsewhere. It also includes supplies of coal for heating and cooking, wherever used. Later on, it may be necessary to proceed to the rationing of coal for industrial purposes of all kinds not directly associated with the conduct and support of the war.

Scale of Allowances.

One aspect of the scale of allowances may be noted here. It is not possible to secure any appreciable economy in consumption in the smallest and poorest houses. The cost of the supplies of fuel has always been a deterrent to anything except the most careful consumption. As the size of the house grows, the consumption of fuel has usually grown at a greater rate. This can not now be permitted, and it may be observed that the scale proceeds on the approximately even basis of 1 ton of fuel per room up to 20 tons, commencing with a minimum quantity of three to four tons, according to the climatic and other conditions prevailing in the district, for it is not thought feasible and right to enforce an identical scale upon all parts of the country. There must be a saving in fuel at all stages, but there must be a greater saving among larger houses to make up for the less saving among the smaller houses.

At first sight it may look to those unfamiliar with the facts as if there were practically no saving required in the larger houses, but this is to misjudge the situation. The enforced saving will amount to 50 per cent in numerous cases. The household rationing scheme will save 8,000,000 to 9,000,000 tons, leaving a balance of 26,000,000 to 27,000,000 tons to be provided by improved output and economies in industrial and transport consumption.

It is intended where gas or electricity are consumed in excess to curtail present or future supplies of coal to offset such excess. It is also intended to enforce the provisions of the order as to economies in gas or electricity consumption, if not by direct prosecution (though this remedy is available), then by direct means.

Analysis of the Order.

The following analysis has been prepared setting out the principal points in the order. It is designed to be a guide to consumers of fuel, gas, and electricity in private dwelling houses, flats, tenements, and similar buildings. The allowances for fuel and lighting in the table below apply to England south (and inclusive) of Gloucester.

shire, Oxfordshire, Northamptonshire, Cambridgeshire, and Norfolk. The order itself contains two scales of allowances for fuel; one for the southern counties of England and the other for the northern counties and for Wales.

The order applies to all coal, gas, and electricity used in such buildings, whether for heating, cooking, lighting, or for any other purpose. "Coal" includes coke, anthracite, briquets, and patent fuels.

The quantity of coal, gas, and electricity allowed for fuel and lighting is set out in the following table:

Rooms occupied.	Fuel, year's allowance.	Lighting, year's allowance—		Rooms occupied.	Fuel, year's allowance.	Lighting, year's allowance—	
		Gas.	Electricity.			Gas.	Electricity.
	Tons.	Cubic feet.	B. T. units.		Tons.	Cubic feet.	B. T. units.
2.....	3	7,500	120	9.....	8	15,000	240
3.....	3½	7,500	120	10.....	9	18,750	300
4.....	4	11,250	180	11.....	10	18,750	300
5.....	4½	11,250	180	12.....	11	18,750	300
6.....	5	11,250	180	13.....	12	22,250	360
7.....	6	15,000	240	14.....	13	22,250	360
8.....	7	15,000	240	15.....	14	22,250	360

[The lighting allowance above shown is for either gas or electricity; both can not be taken.]

Augmentation and Reduction of Allowances.

An additional ton of fuel is allowed where the number of persons habitually resident in the house, flat, or tenement exceeds 6, up to 12 rooms. An additional ton of fuel is allowed for every room over 15 until a maximum of 20 tons is reached in the scale and additional gas or electricity for lighting is allowed up to a maximum of 30,000 cubic feet or 480 Board of Trade units. The occupier of a dwelling house, flat, or tenement of over 15 rooms may appeal to the Local Fuel Overseer to be specially assessed for both fuel and lighting where he is of opinion that allowances under the scale would cause hardship.

Fuel may be taken as coal, gas, or electricity at the option of the consumer in accordance with the following rules: In calculating a ton of fuel (a) anthracite shall count as fuel at the same rate as ordinary coal; (b) 3 tons of coke shall count as 2 tons of fuel, and so in proportion for other quantities; (c) briquets (not exceeding 2½ pounds in weight) shall count as 1,000 to the ton; (d) 15,000 cubic feet of gas shall count as 1 ton of fuel; (e) 800 Board of Trade units of electricity shall count as 1 ton of fuel.

Rooms shall count only when furnished and in actual occupation, except that bedrooms furnished but only occasionally occupied shall count as rooms. Sculleries, bathrooms, halls not used as sitting rooms, dressing rooms not used as bedrooms, pantries not containing fireplaces or stoves, box rooms, cellars, store-rooms, greenhouses attached to houses, and outbuildings shall not count as rooms. Rooms exceeding 4,000 cubic feet in size, or 16 by 20 feet carpet area, count as two rooms, and rooms over 8,000 cubic feet count as three rooms.

Where a dwelling house, flat, or tenement is to be unoccupied for a month or more in the year, the allowance must be reduced proportionately, a winter month (November to April) counting as equal to two summer months (May to October). Where a consumer has more places of residence than one, he must state the periods of his occupation of each and claim allowance accordingly. Special allowances will be made for servants or caretakers in this case.

Special Grants to Prevent Hardship.

Additional allowances for both fuel and lighting may be granted to consumers by the Local Fuel Overseer where necessary to prevent hardship in the following cases:

1. The presence of aged or infirm persons, invalids, or young children.
2. The occupation of separate rooms by lodgers.

3. The use of rooms for a business or profession in a dwelling house or other building in connection therewith.

4. Night and day workers living in the same house.

5. Illness (temporary allowance to be granted on a medical certificate).

These allowances can not be made except for good cause shown, and only to a very limited extent as supplies of fuel permit. Additional allowances may also be made for industrial purposes where an industry is carried on at home.

Allowances of gas or electricity must not be consumed at a greater rate than one-third in any quarter. Where, however, a saving is made in one quarter it may be consumed in any succeeding quarter of that year.

LACES AND EMBROIDERIES IN BERMUDA.

[Consul S. W. Eells, Hamilton, Bermuda, July 12.]

The styles of laces, embroideries, and dress trimmings used in Bermuda follow those in vogue in the United States. This no doubt is due to the large number of American tourists who, in normal times, visit the colony, and to the frequent trips made to America by the Bermudians, these islands being less than 700 miles distant from the mainland.

The tourist demand is for trimmings of a medium to a high grade, though fair quantities of cheap goods are imported for the use of the natives. Before the war dress trimmings and imitation laces were imported from England, France, and Germany, machine embroideries and a few machine laces coming from Switzerland. Since 1914 the demand has greatly decreased and the supply from Europe (excepting England) has been curtailed or cut off. A few real Irish and Belgian laces were imported in pre-war times, but this business has now been discontinued entirely. The quantity of laces, trimmings, and embroideries consumed annually in Bermuda fluctuates considerably, the value in normal times ranging between \$100,000 and \$250,000.

It is thought that as soon as the war is ended, and possibly before, if the proper transportation facilities are furnished, a boom will arise in the tourist trade and at that time the demand for laces, trimmings, and embroideries such as may be then in vogue in America will be as great as, if not greater than, it was prior to 1914.

EXCHANGE COMMERCE BETWEEN NORWAY AND RUSSIA.

[American Minister A. G. Schmedeman, Christiania, Norway, June 5.]

Relative to exchange commerce in Finmarken between Norwegian fishermen and the Pomors, it has been officially announced by the Royal Norwegian Provisions Department that temporary public purchasing bureaux have been established at Vadsø, Vardø, Hammerfest, and Tromsø to undertake the purchase, against compensation in fish and other Norwegian commodities, of the articles brought by the Pomors in their vessels from Russia, such as grain, flour, timber, oils, pitch, tar, hemp, etc. Prefect Rivertz has been charged with the organization of these bureaux, whose activities come under the jurisdiction of both the provisions department and the department for industrial supplies. The necessary measures have been taken in Russia by a so-called Soviet committee.

Protect Your Soldiers with Your Savings.

CONSTRUCTION WORK.**CANADA.**

[Consul E. Verne Richardson, Moncton, New Brunswick, July 10.]

Concrete Building Activity in Moncton.

A local concern engaged in the erection of concrete houses and manufacturing concrete for other purposes, reports most favorably on the prospects for a large business in the near future. The company operating the plant has recently been reorganized; and under its new management is developing a progressive policy. Already three dwellings are under contract for immediate erection; and orders are on hand for some thousands of feet of reinforced sewer pipe for the Dominion Government to be used at the new ocean terminals of the Canadian Government railways at Halifax. Culverts, for the public roads of the Province, to supersede the old-fashioned wooden crossways, are also being made at the plant.

New Distributing Warehouse for Moncton.

Toronto interests have acquired a lot on Foundry Street, Moncton, 300 feet by 260 feet in extent with a view to construct a large distributing warehouse. The promoters of this project are engaged in extensive wholesale and retail commercial enterprises in Toronto and elsewhere in the Dominion, and it is their intention to use the Moncton warehouse as a center from which the Maritime Province territory will be supplied. The idea is to ship in carload lots to Moncton the heavier lines handled, particularly farm implements, machinery, etc. It is not intended to conduct here a retail selling department, according to the purchaser's representatives who effected the transaction.

[The name of the concern referred to can be obtained from the Bureau of Foreign and Domestic Commerce, or its district or cooperative offices by referring to file No. 103964.]

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 14.]

Concrete Paving and Road Building.

The Auckland City Council has in hand, or authorized, the construction of 30,000 square yards of concrete paving in this city to be constructed during the coming year. It is estimated that this concrete paving can be placed at \$2.67 per square yard, as compared with from \$5.35 to \$6.33 for the patent permanent paving materials that have been used in this city in the past, which was placed on a concrete foundation, and now is being repaired at a considerable expense from year to year. It seems that this is practically the beginning of the general use of concrete paving and road construction in New Zealand.

VENEZUELA.

[Consul Homer Brett, La Guaira, June 27.]

Hydroelectric Development Scheme.

An American corporation has applied to the Venezuelan Government for a concession of the falls of the Caroni River near Ciudad Bolivar. This company is a producer of aluminum and owns large deposits of bauxite in British Guiana. Its scheme, which is as yet entirely tentative, is to bring the bauxite from British Guiana to

Venezuela via the Orinoco River. For a tropical river the Caroni has a remarkably even year-round flow; there are three falls within a short distance of the spot where it joins the Orinoco and from the lowest of these it is estimated that more than a million horsepower can be generated without any necessity for building dams. Even the tentative plans of the company, however, do not contemplate an early installation of more than 100,000 horsepower.

AMERICAN TOMATO SEED DESIRED IN MAZATLAN.

[Consul W. E. Chapman, Mazatlan, Sinaloa, Mexico, July 1.]

On page 1078 of **COMMERCE REPORTS** for March 21, 1918, there appears a report on tomato production in Mazatlan, in which reference is made to losses due to inferior seed. As there is yet time for American seedmen to collect good seed for export to this section of Mexico, it is desired to draw attention to the fact that tomato growers are becoming interested in the purchase of suitable seed for the approaching planting season, which begins the 1st of November.

The local manager of a large house interested in exporting tomatoes to the United States is planning to make a special trip thither to procure the best tomato seed possible for the planters whose tomatoes his house handles. He states it as his purpose to visit a few American seed houses and lay his needs before them while there is yet opportunity to collect good seed from tomatoes produced in the United States this summer, so that he may be assured of an adequate fresh supply of seeds.

Good Opening for American High-Grade Seed.

It is estimated that some 700 hectares (1,730 acres) of land were devoted to tomato production last year; and that, owing to the success of that and the three prior crops which were raised for export to the United States, the area will be doubled this year. Manifestly it will be in the interest of American seedmen and of consumers in the United States of the Mexican west coast tomato crop—not only in the present but in future years—to take steps to collect good seed for export to this district. A trade in seed can be established this year which will be reasonably permanent and of increasing importance, and advantage should be taken of the opportunity which now offers for this business.

The American consul at Mazatlan, Sinaloa, Mexico, will take pleasure in supplying any interested American exporters of seed with a list of tomato growers in his district upon request; but in his replies to their inquiries will, in every case, insist upon good seed being furnished where orders are secured as a result of his efforts.

Consul General David F. Wilber, of Georgia, reports that by decree of May 29 the Italian Government fixed the maximum sale price of calcium cyanamid at 78.50 lire per quintal (220.46 pounds), guaranteed 15–16 per cent of azote (nitrogen), in sacks of good canvas f. o. b. station of departure. (At normal exchange the Italian lira is worth \$0.193; the current New York quotation for it is about \$0.115.)

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

BRITISH TRADE AFTER THE WAR.

[Consul General Robert P. Skinner, London, June 19.]

The British Government has recently made public four important commercial reports dealing with (a) the iron and steel trades, (b) the engineering trades, (c) the electrical trades, and (d) the textile trades, issued by the departmental committee appointed by the Board of Trade to consider the after-the-war position of these several industries. [See **COMMERCE REPORTS** for Mar. 6, 1918.]

In the report of the committee on the iron and steel trades it is pointed out that the experience of the last three years has shown that under the stress of modern war the safety of a nation is in great part determined by its command of resources of iron and steel, and that the more nearly self-sufficing a nation can become the greater will be its power of self-defense. The report calls attention to the fact that whereas in 1880 this country produced 54 per cent of the total output of Great Britain, Germany, and the United States, its production was only 28 per cent in 1900, in 1913 it had fallen to 17 per cent, and to-day it is probably 15 per cent.

To restore the trade to something like its old position the committee recommends that all imports of manufactured or semimanufactured products of iron and steel from present enemy countries be prohibited during the period of reconstruction; that all necessary ores and minerals be admitted free, and that no raw materials be sent to present enemy countries from British Dominions or colonies or from mineral or other resources under British control. It is further recommended that British ships shall not carry raw materials or manufactured iron and steel from neutral ports to ports in present enemy countries, or to neutral ports for ultimate dispatch to present enemy countries, and that careful consideration be given to the question of allowing ships of present enemy countries to carry goods to or from British ports or to coal at any British coaling station.

"Antidumping" Views of Iron and Steel Committee.

Looking forward to the period when something like normal conditions prevail, the majority of the committee members have much to say on protection. In their opinion the maintenance and expansion of the iron and steel trades is "an imperative function of national policy," and "the aim of the industries themselves, and of the Empire as a whole, should be to become as nearly as possible self-sufficing in respect of the fundamental products of iron and steel." The evidence of producers, manufacturers, and importers of iron and steel was almost unanimous that competition, through dumping, particularly of semifinished material and finished cast-iron goods, had reached such a pitch that the British production of iron and steel "was seriously restricted and imperilled"; further, that "the industries commanded no confidence among the general investing public, and the cumulative effect of inveterate underselling was not only to injure present prosperity but also to thwart possible growth in the future."

As a remedy for these evils the committee makes the following recommendations:

That antidumping legislation be introduced in the United Kingdom similar to that in force in Canada.

That no iron or steel shall be imported into the United Kingdom which does not bear clearly and indelibly a readily recognizable mark of origin.

That every endeavor should be made to coordinate the economic policy of the United Kingdom with that of the Dominions and of the Empire generally.

That customs duties be imposed upon all imported iron and steel and manufactures thereof, and that a specific duty should be levied upon each class of commodity.

That there should be maximum, general, and minimum tariffs, and that the amount of specific tariff should be varied readily according to the changing demands of national policy.

That foreign syndicates and their accredited or unaccredited representatives should carry on commercial and industrial activities in the United Kingdom only under license from the Government.

Restriction of Imports Suggested by Engineering Committee.

The committee appointed to consider the position of the engineering trades after the war is of opinion that, to give time for the reorganization of the engineering works of the United Kingdom on a business footing, the importation of enemy engineering products be prohibited, except under license, for a minimum period of one year, and for such longer period as may be deemed expedient. To encourage trade between the present allies, it is suggested that they be invited, without interference with their existing fiscal systems, to consider the imposition of an additional duty or surtax, progressively diminishing, over and above their normal duties, to be levied solely against the products of present enemy countries; and that Great Britain impose a duty equal to such surtax. The admission of raw materials duty free is recommended.

It is proposed that a Government department be charged with the duty of exercising vigilance over the adequate provision of manufactures (as distinct from staples) which are at any time essential to the national safety, such as tungsten and magnetos, and that the development of the supply of raw materials within the Empire for such industries receive Government support.

The Engineering Committee shares the view that the "dumping" of goods should be prohibited.

Report of Electrical Trades Committee.

The members of the Electrical Trades Committee take the view that the import of enemy goods should be prohibited for three years after the coming of peace, subject to licensed importation after 12 months; and that import duties should be imposed sufficiently high for the effective protection of the electrical industry. Efforts should be made, the committee holds, to prevent the sale in the United Kingdom of imported electrical goods at prices lower than those current in the country of origin, and to prohibit transport discrimination operating to the detriment of British manufacturers.

Any concern engaged in the electrical or allied manufacturing industries, if controlled directly or indirectly by enemy capital, should, says the committee, be prevented from continuing to trade within the Empire unless it be specially authorized and its constitution made public, while legislation should provide that not more than 25 per cent of the capital in any other electrical or allied undertaking shall be held either directly or indirectly by enemy subscribers or their agents. All goods produced in foreign countries by concerns controlled by enemy capital or under enemy direction are to be treated as enemy products.

Recommendations of Textile Trades Committee.

In its report the committee on the textile trades recommends that the State control of these industries should be removed as soon as possible after the war.

Every possible effort should be made to secure a more extended growth of cotton within the British Empire, and an advisory committee should be established for this purpose. A conference should be convened of the representatives of Australia, New Zealand, and South Africa to formulate a workable scheme for controlling the distribution of wool from these countries to meet the serious shortage of wool for clothing purposes; and the production of flax should be encouraged in Ireland, India, and Canada, and of silk in India.

Having regard to the exception and powerful position which the British Empire holds in the production of textile raw materials, and in particular of wool, jute, and the finest qualities of cotton (Egyptian and West Indian Sea Island), the Government has recommended that:

The British Government should arrive at an agreement with the Governments concerned for the effective control of the distribution of all textile raw materials, with a view to (a) the complete safeguarding of the industrial requirements of the British Empire; (b) the fulfillment of the pledges to the allies, as laid down in the Paris Resolutions; and (c) the utilization of the resources of the Empire in textile raw materials for purposes of negotiation with other countries.

Antidumping legislation should, in the opinion of the committee, be enacted on American lines; and if duties are levied on goods entering the United Kingdom preference should be given to those from the British overseas dominions. Imports from Germany and Austria-Hungary should be subjected for such a period as may be determined by considerations of national policy to a special tariff régime either by the establishment of duties for the purpose or by a surtax on any duties which may be levied on imports from other sources.

DEMAND FOR FARM IMPLEMENTS IN SCOTLAND.

[Consul Rufus Fleming, Edinburgh, July 2.]

The shortage of agricultural implements in Scotland, due to trade restrictions and transportation difficulties, is indicated by the extraordinary prices realized at a sale held recently near Edinburgh when the farm machines, etc., used by the East of Scotland College of Agriculture were offered at auction. Binders and mowers and reapers sold for 50 to 75 per cent more than the price originally paid. A hayrake which cost £10 (\$48.66) when new brought £21 10s. (\$104.63). A fanner, costing £9 (\$43.80), sold for £24 (\$116.80), while a drill, which had been purchased for £18 (\$87.60), realized £38 10s. (\$187.36). Farm carts sold for £21 (\$102.20) to £23 (\$111.92).

COROMANDEL PEANUTS FOR UNITED STATES.

[Consul Lucien Memminger, Madras, India.]

The first large direct shipment of peanuts from Madras to the United States of which the consulate has record occurred in April of this year, when 1,214 tons of Coromandel shelled peanuts, valued at \$461,200, were cleared for an American port. The total consignment amounted to 30,850 bags of 176 pounds each. The foregoing valuation is c. i. f. port of destination.

COAL MINING IN THE SWATOW DISTRICT.

[Consul M. S. Myers, Swatow, China.]

The mining of coal in the region about Kayingchow has received a much-needed impetus in high coal prices and has made considerable advancement during the past year. Native dust coal is now being placed on the market in increasing quantities and is beginning to supplant Hongay dust as a result of the high price of the latter. So far mining has been confined to surface and shallow shaft workings and is chiefly of dust coal. Coal is generally found away from the watercourses, which necessitates expensive portorage to the river. Navigation on the upper river is closed during the low-water season. It has been these transportation difficulties more than anything else that has prevented expansion in this industry, but with present high prices these charges can be readily paid and a profit still be made. No organized mining enterprise has as yet been undertaken. There is no doubt that an important coal field exists in the Kayingchow region, but its development is largely dependent upon cheaper transportation facilities than are now available.

Imports of Coal—Prices.

Heretofore this district has depended entirely upon imported coal to furnish the fuel for its various industries. The lime, coarse china ware, and tile kilns have been large consumers of the imported dust. The coal import for the past two years was as follows: 1916, foreign coal, 56,105 tons, valued at \$328,264; Chinese coal, 19,349 tons, valued at \$130,128; 1917, foreign coal, 42,560 tons, valued at \$519,947; Chinese coal, 17,025 tons, valued at \$138,924. Of the foreign import in 1917, 24,921 tons, over half of which was dust, was from Hongay, while the remainder came from Japan and Formosa. Chinese coal comes from Chihli Province.

The following were the selling prices of coal at the end of May, 1918:

	Per ton.
Japan lump (bituminous)-----	\$20. 25
Keelung lump (bituminous)-----	18. 00
Hongay dust (bituminous)-----	22. 50
Kaying dust (anthracite) 1st quality-----	12. 75
Kaying dust (anthracite) 2d quality-----	12. 00

As is well known these high prices are due to the scarcity of tonnage and high freight rates. The import of Hongay dust has practically ceased for this reason.

NEW REINFORCED CONCRETE BRIDGE IN MINAS GERAES.

[Vice-Consul Richard P. Momsen, Rio de Janeiro, Brazil, May 29.]

Within a few days there will be opened for traffic a large reinforced concrete bridge, which is being constructed by the Brazilian State of Minas Geraes over the Velhas River on the road which leads from Vespasiano to Conceicao do Serro. This bridge, which is about 450 feet in length, consists of two spans and is supported by three piers, each of which is set in a foundation of hard limestone rock.

The construction of the bridge has been directed by Jose da Silva Brandao, engineer of the Department of Highways and Public Works of the State of Minas Geraes.

GOVERNMENT EXHIBIT OF FOREIGN TEXTILE SAMPLES.

The attention of textile commission houses, exporters, and manufacturers is directed to an interesting sample exhibit of foreign-made fabrics now on display in Room 734 of the New York custom-house. It consists of samples of cotton goods and woollens from most of the importing countries of the world, and illustrates the various grades and styles of textiles in demand. The collection was made by special agents of the Bureau of Foreign and Domestic Commerce.

In all there are more than 2,000 samples, arranged in books. The information regarding each item is very complete, as is indicated by the copy of a sheet from one of the books shown below:

Type of goods, striped flannel; made in England.

Width, 28 inches; collected in Peru.

Length, 40 yards per piece; collected by W. A. Tucker.

Construction, 66 by 66; date, February, 1917.

Weight, 5 yards per pound; storage number, 22.

Remarks: Cost in January, 1917, 12 cents per yard. Retail price, 30 cents per meter (27.4 cents per yard). This item has a fairly large demand in Peru.

A clipping of each piece of cloth about 7 inches square is shown and the information is given below the clipping. By an inspection of the sample books for any particular country, a very good idea of the qualities used in that market may be obtained. Larger pieces of each sample are on file and clippings will be furnished by the Bureau to American concerns desiring them.

BEET-SUGAR INDUSTRY IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 13.]

The only beet-sugar factory in Australia is located at Maffra, Victoria. It was first opened in 1898 and was operated for two years, but, owing to inexperienced labor, a limited supply of beets, and other causes, it became financially involved and was finally taken over by the State Government, which was its principal creditor. After 10 years of idleness, the factory was again opened in 1910, with a manager from America in charge.

At the present time the mill employs, during the manufacturing season, 140 hands, working three 8-hour shifts a day. From 200 to 250 tons of beets are cut per day, and normally about 8 tons of beets are required to produce 1 ton of sugar; but the sugar content of Maffra beets is low this year, and they will not produce that much. The net price obtained for the sugar is \$138.49 per ton.

Area, Yield, and Prices.

During the season 1911-12 923 acres of beets were planted and 752 acres harvested, from which resulted 3,975 tons of beets. This crop produced 445 tons of white sugar, approximately 74 tons of raw sugar, and a quantity of molasses. The price paid for sugar was \$4.86 per ton, plus a bonus based on the sugar extracted from the beet, which in this case was high.

In the 1912-13 season 1,168 acres of beets were planted. Of this planting 900 acres were harvested, the crop amounting to 6,207 tons of beets. From this crop were manufactured 548 tons of white sugar,

about 100 tons of raw sugar, and 362 tons of molasses. The government, with the idea of increasing the acreage, purchased estates in the district and turned them over to settlers, one of the conditions being that each tract should be planted to 10 acres of beets.

For the 1913-14 season there were planted 1,474 acres of beets, of which 1,000 acres were harvested, the yield being 7,432 tons of beets, from which were extracted 808 tons of white sugar, 112 tons of raw sugar, and 435 tons of molasses. The beets were bought for \$5.60 per ton. The following summer, like the two preceding it, was dry; and, as many of the settlement tracts were found unsuitable for beet growing without irrigation, compulsory growing by settlers was discarded. Good results, however, followed attempts at irrigation, which was employed only to provide the necessary moisture when the rainfall was insufficient.

The seasons of 1914-15 and 1915-16 were satisfactory, but it was not until the season of 1916-17 that the plant actually showed a profit. For the present season difficulty was experienced in procuring beet seed, which was also very expensive. However, it is expected that out of the 1,250 acres planted, 1,215 will be harvested, and that the yield will be in the neighborhood of 15,000 tons of beets, from which 1,700 tons of sugar will be extracted.

Results of Past Seven Seasons.

The following is a statement showing in detail the production for the past seven seasons:

Season.	Area harvested.	Beets worked.	Sugar manufactured.	Sugar in beets.	Total extracted.	Molasses manufactured.
	<i>Acres.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Tons.</i>
1910-11.....	458	5,970	482	13.90	8.06	.....
1911-12.....	752	3,975	519	19.20	13.06	266
1912-13.....	900	6,207	648	14.50	10.44	392
1913-14.....	1,000	7,432	920	17.10	12.89	435
1914-15.....	990	8,843	1,182	17.20	13.36	468
1915-16.....	401	4,928	560	15.45	11.38	252
1916-17.....	1,340	15,159	1,948	15.81	12.85	490

Operating expenses are high. Labor, supplies, material, and repairs are all expensive, and land is hard to secure, although there is no lack on the part of farmers of willingness to grow beets. To insure permanent success irrigation is necessary, and the machinery, which has not been renewed since its installation 20 years ago, must be brought up to date and the factory enlarged before the enterprise can really flourish.

CLUB PRIVILEGES FOR FOREIGN BUYERS.

The American Manufacturers' Export Association reports to the Department of Commerce that it has completed arrangements whereby its members can entertain foreign buyers at the Old Colony Club in New York. The privileges extended include the use of the facilities of the club, food, and arrangements for lodging. In the past this matter of the social entertainment of foreign buyers has not always received the attention it deserved from the American exporter.

JAPANESE BEAN CAKE AND THE FOOD PROBLEM.

[Excerpt from *The Far East*, of Tokio, transmitted by Consul General George H. Scidmore, Yokohama.]

The food problem has been before the economists of Japan for many years. Japan grows about 55,000,000 koku (about 281,600,000 bushels) of rice a year. As the population steadily increases, foreign rice imported from abroad is nearing 5,000,000 koku (about 25,600,000 bushels), worth roughly 75,000,000 yen (about \$37,350,000) a year.

Bean cake, which is produced in such abundance in South Manchuria, has been held as little good for other than fertilizing purposes. But it has been found, as the result of analysis, that it contains the necessary nutritive ingredients for the human body such as albumin, starch, ash, etc., comparing well with rice itself. It is credited with a larger amount of nutritive quality than wheat or barley.

Viscount Tajiri (new mayor of Tokyo and a venerable economist) holds up bean cake as excellently suited to the Japanese palate. In point of price, rice costs some 35 sen per sho (\$3.40 per bushel) in Japan. Bean cake costs about one-third. It may be put on the table mixed with rice half and half.

The bean cake tried by Viscount Tajiri belonged to a variety made by the expressing method. With bean meal, the residue left by the extraction process as is in vogue at the Suzuki bean mill, Dairen, etc., it will have to first go through a process to be freed from a peculiar odor.

EFFICIENT WORK OF EMPLOYMENT SERVICE PRAISED.

In the following letter to the Director General of the United States Employment Service, the Secretary of Commerce has expressed his appreciation of the aid rendered by the men's division of the service in securing appointees for positions in the Department of Commerce:

DEAR MR. DENSMORE: It would not be fair to you if I did not call your attention to the efficient manner in which I believe the men's division of the United States Employment Service at 1410 Pennsylvania Avenue NW. is being conducted. This department, no doubt like all others, is having much trouble in finding emergency appointees to fill low-salaried positions for which the Civil Service Commission is unable to supply eligibles. Your service has been able to meet our needs. I am advised by the chief clerk of the department that it is not uncommon to obtain eligibles within an hour after he has telephoned, and I am most happy to bring this matter to your attention and to congratulate you on your organization.

Yours, very truly,

WILLIAM C. REDFIELD, *Secretary.*

HON. JOHN B. DENSMORE,
Director General United States Employment Service.

ITALY EXTENDS WOOL REQUISITION.

Consul General David F. Wilber, of Genoa, reports that by decree, effective June 19, Italy extended the scope of the earlier decree (see *COMMERCE REPORTS* for June 8, 1918) which authorized the requisitioning by the Military Administration of all wool produced in Italy to cover foreign wool and woolen goods.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Buoy bodies, No. 5343.—Sealed proposals will be received by the Superintendent, Third Lighthouse District, Tompkinsville, N. Y., until August 9, 1918, for five type L acetylene buoy bodies.

Tables, No. 5344.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., for furnishing and delivering 100,000 metal folding bedside tables. Refer to Circular No. 844.

Concrete foundations, No. 5345.—Sealed proposals will be received by the Superintendent of Lighthouses, Baltimore, Md., until August 12, 1918, for construction of concrete foundation and placing of riprap at Tangier Sound Light Station, Va.

Heating system, No. 5346.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 12, 1918, for furnishing and installing a plenum heating system, including motor-operated fans, heating stacks, ducts, piping, valves, and fittings, in the structural shop at the Navy Yard, New York, N. Y.

Riprap, No. 5347.—Sealed proposals will be received by the Lighthouse Inspector, Boston, Mass., until August 10, 1918, for placing riprap for protection of Middle Ledge Light, Woods Hole Passage, Scituate Breakwater Light, Scituate Harbor, and Duxbury Pier Light Station, Plymouth Harbor, Mass.

DEVELOPMENT OF PETROLEUM DEPOSITS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 19.]

It has just been announced that the New Zealand Government has paid one company the sum of \$48,665 for the production of the first million gallons of petroleum, and was prepared to assist further in the development of the oil fields of this Dominion.

It has been estimated that one field on the west coast of the South Island contains not less than 38,000,000 gallons of crude petroleum that might be extracted from the shale of that part of the country.

Indications make it clear that there are other deposits that have not yet been investigated to any great extent, and the Government proposes to assist in this as soon as conditions become normal.

Shortage of Linseed for Australian Seed-Crushing Industry.

Owing to the scarcity of linseed arriving from India, the Australian seed-crushing industry, which is of comparatively recent establishment, is threatened with temporary suspension. Until new supplies are received there will be a shortage in linseed oil, cake, etc.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 409 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 90 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery-----	27247	Metals-----	27244
Awnings-----	27241	Office supplies-----	27243
Chemicals-----	27242, 27244, 27246	Oils-----	27244
Clothing, babies'-----	27241	Rags-----	27241
Dry goods-----	27240	Rubber goods-----	27244
Electrical goods-----	27242, 27244	Structural shapes-----	27238
Fabrics-----	27246	Suitings-----	27241
Fancy goods-----	27246	Technical goods-----	27242
Hardware-----	27239, 27242, 27246	Textiles-----	27241
Industrial equipment-----	27242	Twine and string-----	27238
Iron and steel products-----	27242, 27244	White and red lead-----	27238
Lithopone-----	27238	Zinc oxide-----	27238
Machinery-----	27244, 27245		

27238.†—A man in France desires to represent American manufacturers and exporters of structural shapes, white lead, red lead, lithopone, zinc oxide, twine, and string. References.

27239.*—An agency is desired by a man in Spain for the sale of small hardware. Correspondence may be in English. Reference.

27240.*—A man in France desires to secure an agency for the sale of dry goods. Correspondence may be in English.

27241.†—A firm in France is desirous of getting in touch with American manufacturers and exporters with a view to purchasing linen, hemp, jute, and cotton textiles, awnings, beddings, ducks, suitings of mixed linen and cotton, babies' clothing, and rags. Cash will be paid. Reference.

27242.*—A company in Norway desires to purchase and secure an agency for the sale of technical, chemical, electrical, steel, and iron goods of all kinds, and all kinds of hardware for industrial equipment. Quotations should be made f. o. b. New York. Payment will be made against documents. Correspondence may be in English. Reference.

27243.*—An agency is desired by a man in Spain for the sale of all kinds of office supplies. Correspondence may be in English. References.

27244.*—A firm in Brazil desires to purchase and secure an agency for the sale of raw and semifinished metals, machinery, lubricating oils, electrical supplies, rubber goods, chemicals and the general agency for all kinds of products, except foodstuffs, especially fence wire, galvanized roofing, agricultural machinery and implements, oils, copper wire, electric lamps, tungsten, iron and steel bars and sheets, pumping outfits, galvanized-iron piping, etc. Quotations may be made f. o. b. New York. Payment will be made at destination against delivery of documents, providing credit terms are not possible. Correspondence may be in English. Reference.

27245.*—A company in Australia is in the market for machinery for the manufacture of saddle and slipper felts. Quotations may be made f. o. b. San Francisco. Payment will be made against documents. Reference.

27246.†—An agency is desired by a company in Australia for the sale of fabrics, hardware, chemicals, and fancy goods. Payment will be made by cash against documents. References.

27247.*—A merchant in Spain wishes to purchase and secure an agency for the sale of agricultural machinery in general. Correspondence should be in Spanish or French. References.

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COMMERCE REPORTS



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CONTENTS.

	Page.		Page.
Spanish embargo on donkeys.....	385	German chemical industry in 1917.....	392
Rules governing exports of manufactures of gold.....	385	Canadian regulations to conserve wheat.....	393
Leaf tobacco held by manufacturers and dealers.....	386	Siamese purchases of foreign dyes.....	394
Classification of occupations for Provost Marshal General.....	386	Sheep raising in Japan.....	395
New census bureau in Peru.....	388	Condition of the Bank of New Zealand.....	395
How it is proposed to meet New Zealand's public debt.....	388	Japanese commercial museum at Singapore.....	395
Development of industries in New Zealand.....	389	Smaller onion shipments from Valencia.....	396
New Australian industries.....	389	Shipbuilding in Australia.....	397
Shipments from Vera Cruz to United States.....	390	Dundee textile trade.....	398
British coal trade after the war.....	391	Imports of cork manufactures into Argentina.....	400

SPANISH EMBARGO ON DONKEYS.

[Consul General Hurst, Barcelona, July 25.]

A new order, effective July 27, 1918 forbids the exportation of donkeys from Spain. This decree follows the embargo on mules and horses published in **COMMERCE REPORTS**, July 24.

RULES GOVERNING EXPORTS OF MANUFACTURES OF GOLD.

The War Trade Board announces (in a new ruling, W. T. B. R., 178) the adoption of the following regulations with respect to the exportation of gold jewelry, gold watches, gold plate and all other manufactures of gold:

1. On and after July 29, 1918, no license will be issued authorizing the exportation of gold jewelry, gold watches, gold plate or other manufactures of gold unless evidence satisfactory to the War Trade Board is submitted showing that the f. o. b. selling price of the articles to be exported is not less than three times the value of the fine gold contained in such articles.

2. However, exceptions may be made to the above regulation, if evidence satisfactory to the War Trade Board is submitted showing that the gold jewelry, gold watches, gold plate, or other manufactures of gold to be exported were actually manufactured for the sole purpose of export prior to July 29, 1918. Licenses may be issued for the exportation of such articles provided the f. o. b. selling price of such articles is not less than twice the value of the fine gold contained therein and the exportation of same is made on or before September 1, 1918.

3. Notwithstanding the date of manufacture for export there may be exported after September 1, 1918, only such manufactures of gold the f. o. b. selling price of which is not less than three times the value of the fine gold contained therein.

4. Applications for license to export dental gold and all manufactures of gold when the same contain platinum, iridium, rhodium, or palladium may be considered only when the regulations governing the exportation of the latter named metals are complied with.

LEAF TOBACCO HELD BY MANUFACTURERS AND DEALERS.

The amount of leaf tobacco held by manufacturers and dealers in the United States, according to preliminary statistics compiled by the Bureau of the Census, was 1,386,049,368 pounds on July 1, 1918, or 119,270,465 pounds more than on the same date last year. The amount held on April 1, 1918, was 1,465,168,711 pounds, and on January 1, 1918, 1,176,234,657 pounds.

Leaf tobacco on hand July 1, 1918, includes 912,450,476 pounds, for which the "market weight" was reported (i. e., weight at time it was packed or baled), and 473,598,892 pounds for which the "actual weight" was reported. The corresponding amounts included for 1917 were 794,178,732 and 472,600,171 pounds, respectively; for April 1, 1918, 979,842,107 and 485,326,604 pounds, respectively, and for January 1, 1918, 779,292,224 and 396,942,433 pounds, respectively. Allowance should be made for shrinkage on the amounts for which "marked weight" was reported, in order to ascertain the actual weight. The total for July 1, 1918, includes 1,236,846,139 pounds of unstemmed and 149,203,229 pounds of stemmed leaf tobacco.

These statistics represent the quantity of leaf tobacco reported as held by manufacturers who, according to the returns of the Commissioner of Internal Revenue, manufactured during the preceding calendar year more than 50,000 pounds of tobacco, 250,000 cigars, or 1,000,000 cigarettes, and by dealers in or manufacturers of leaf tobacco who, on an average, had more than 50,000 pounds of leaf tobacco in stock at the end of the four quarters of the preceding calendar year. They also include all imported leaf tobacco in United States bonded warehouses and bonded manufacturing warehouses.

CLASSIFICATION OF OCCUPATIONS FOR PROVOST MARSHAL GENERAL.

The classification of occupations was undertaken at the written request of the Provost Marshal General, under date of December 21, 1917, to the effect that a detachment of skilled workers from the Bureau of the Census, Department of Commerce, be sent to the War Department to train the clerks of that Department who were to be assigned to the preparation of an industrial index of registrants under the selective-service act. Previous to this request several conferences had been held at the Bureau of the Census by members of the staff of the Provost Marshal General, at which conferences it had been decided to use the census scheme of classification of occupations in the preparation of the industrial index. The preparation of this index consisted in classifying cards for registrants according to occupational skill or experience, these cards having been prepared at the local boards from questionnaires filled by the registrants themselves and then transmitted to the War Department.

Some work was done during the latter part of December and in January in making estimates as a basis of the plan, in compiling and printing the lists to be used, and in general preparatory work. It was not until the middle of February, however, that a sufficient number of cards had been received at the War Department to begin the actual work of classification, and on the 14th of February seven census

employees were detailed for this purpose, seven having been previously assigned at intervals from January 30 to February 12 to arrange for the preliminary steps of the work. About a week later the number of census employees was increased to 30, and the greater part of these experienced census employees, under the direction of Mr. William C. Hunt, chief statistician for population, was used until July 1, a period of four and one-half months, in supervising and guiding the work of about 250 clerks employed by the War Department, the work being done in the old Land Office Building.

The cards were received by the War Department in packages from each State local board, and after examination for completeness of return, stamping of local board number, etc., were turned over to the representatives of the Bureau of the Census for classification according to occupations. The method adopted for this classification work was predicated upon the assumption that a very considerable proportion of the registrants would be found in the more common occupations and that the handling of between 8,000,000 and 9,000,000 hand-written cards could be largely reduced to a mechanical basis and their occupational classification thereby materially quickened.

The total number of cards received to the end of June, 1918, and classified under the direction of the expert census force was 8,147,034. The number of cards handled and classified under the various steps of the work is shown by the following statement:

Process of work.	Cards handled.	Cards classified.	
		Number.	Per cent of total.
Sorting.....	8, 147, 034	3, 421, 754	42
Coding from lists.....	4, 725, 280	2, 688, 520	33
Coding from printed index.....	2, 036, 760	1, 384, 996	17
Coding from special sources.....	651, 764	651, 764	8
Total.....	15, 560, 838	8, 147, 034	100

As the classification of the 8,147,034 cards was also verified, the total number handled, for all purposes, was 23,707,872 cards, representing almost three handlings of the actual number of cards received. The time devoted by employees of the Bureau of the Census to this work was equivalent to 3,253 days of work for one clerk.

The energy and industry displayed by the experienced census employees engaged in this work calls for the highest commendation. The work in some respects was most perplexing and could not have been successfully handled by a less experienced force of census assistants. The high tribute paid by the Provost Marshal General to the value of the service rendered by them is sufficient evidence of their ability and successful endeavor in the prosecution of a most important piece of war work.

The South African Journal of Industries states that the Durban engineering workshops are stated to be doing a considerable amount of work in the manufacture of spare parts of machinery for sugar estates, collieries, etc. Most of these parts were formerly imported.

NEW CENSUS BUREAU IN PERU.

[Commercial Attaché Wm. F. Montavon, Lima.]

The Government of Peru has recently made provision for taking a census in 1919, the work to be under the supervision of a newly organized department of statistics in the Ministry of Fomento. The census will include statistics of the population, health, and education, and also figures on the production and distribution of wealth. The department of statistics will publish a yearly report to be designated *Anuario Estadístico del Peru*.

The new census bureau will be composed of certain Government officials, including the vice president of Peru, the director of statistics, the director of public instruction, and the president of the geographic society. Private citizens will be under obligations to assist in the work of the census, and to accept such assignments as may be entrusted to them. Fines will be imposed for the failure to supply correct data. The *La Prensa*, of Lima, in its issue of June 11, 1918, comments on the need of compilation of statistical data, as this subject has hitherto received inadequate attention in Peru. It is expected that the statistical organization will be extended later to include figures on the production, the consumption, and the wealth of each Province, also on land values, transportation, live stock, mining and other industries.

HOW IT IS PROPOSED TO MEET NEW ZEALAND'S PUBLIC DEBT.

[Consul General Alfred A. Winslow, Auckland, June 19.]

Late published statistics announce that the per capita indebtedness of New Zealand in 1914 was \$408.79, while at the close of the fiscal year ended March 31, 1918, the per capita indebtedness was \$554.78. To meet this heavy increase in national indebtedness an effort is being made to increase the production of the country by developing its great natural resources, especially along the lines of grazing, agriculture, and mining, which now supply the principal exports of the Dominion.

The exports of pastoral products now amount to about 87 per cent of New Zealand's total exports, with mining exports at about 5 per cent, and agricultural exports at 0.6 per cent. Of the pastoral products, wool supplied \$55,964,750, frozen meat \$34,065,500, butter \$16,808,628, and cheese \$17,100,881, and it is expected these productions can be materially increased when the large public holdings are divided up into smaller farms and more intensive farming methods adopted.

It is claimed that New Zealand now leads the world in the per capita exports, which have reached \$115.98, as compared with \$70.78 for Switzerland, and \$68.71 for Denmark.

Opening for Needlework Patterns in Australia.

The Department of Commerce has received a communication from a woman resident of Sydney, New South Wales, calling attention to the fact that Australia apparently offers a market for needlework transfer designs and for ready-stamped cushion covers in colors, especially a cover with the Australian coat of arms. The letter also mentions that there is a need in the Commonwealth of printed matter relating particularly to arts and crafts.

DEVELOPMENT OF INDUSTRIES IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 19.]

The question of the development of the secondary industries in New Zealand is being given much attention on the part of the New Zealand Government, with the idea of manufacturing more of the articles needed for home consumption so as to reduce the imports, which have been very heavy per capita.

According to the census of 1916 there were 44,000 males and 14,000 females employed in the factories and workshops of this Dominion, who received wages amounting to \$32,381,691, and produced goods to the value of \$218,992,500. There was an increase of about \$15,000,000 in the value of machinery during the five years from 1911 to 1916.

The industries have made fairly good progress during the last decade and the outlook seems promising. During the war the manufacturers in this country have been able to supply practically all of the clothing and footwear for the New Zealand army; and now it is proposed to develop the iron industry to a larger extent. It is claimed that the iron deposits at Parapara, in the Nelson district, contain from 50,000,000 to 60,000,000 tons of available iron ore, with coal deposits near at hand for the development of this industry. The imports of iron and steel products now amount to about \$20,000,000 per annum, and are rapidly increasing.

In a lecture delivered in Auckland not long since, the Minister of Internal Affairs is quoted as having said that the development of this country called for the expansion of the railroad system; the development of the hydroelectric power and resources of the Dominion; and the increasing of educational facilities, especially for scientific and industrial research, with the idea of preventing waste and developing the latent resources of the Dominion. These matters will be given very great attention following the close of the war, when the soldiers now at the front will be returning home.

NEW AUSTRALIAN INDUSTRIES.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 15.]

In May of this year the Australian treasury consented to the registration of a company being formed in Melbourne for wool scouring, wool combing, weaving and spinning, and the manufacture of yarns. The capital was fixed at £150,000 (\$730,000), of which £120,000 was to be subscribed in cash. Of this cash amount £77,000 was to be raised in Australia and £43,000 in Great Britain. This amount was to have been spent in Great Britain for the purchase of machinery.

A company has been registered, with a capital of £300,000 (\$1,460,000), for the purpose of manufacturing white lead, various classes of paints, and lead and zinc products.

The Commonwealth Government has permitted the proposed issue of additional capital by the Broken Hilly Pty. Co. to enable it to make an extension of its steel and iron enterprise at Newcastle. Authority was asked to increase the company's nominal capital from £600,000 to £3,000,000 and its subscribed capital from £172,402 to £2,100,000.

SHIPMENTS FROM VERA CRUZ TO UNITED STATES.

[Consul Francis R. Stewart, Vera Cruz, Mexico, June 30.]

The total value of exports invoiced at the American consulate at Vera Cruz for shipment to the United States during the six months ending June 30, 1918, was \$2,086,380, of which free goods represented \$1,691,635 and dutiable goods \$394,745. This shows a marked decrease in exports as compared with the corresponding period of 1917, when shipments of free goods to the United States were valued at \$7,018,093 and dutiable goods at \$224,668, making a total of \$7,242,781. The principal articles exported during the two periods were:

Articles.	January-June, 1917.		January-June, 1918.	
	Quantity.	Value.	Quantity.	Value.
FREE OF DUTY.				
Chemicals, drugs, and dyes:				
Indigo.....pounds..	1,062	\$2,157		
Jalap root.....do..	98,515	6,791	24,789	\$3,042
Cotton waste.....do..	142,976	10,890		
Coffee.....do..	25,906,969	3,119,613	9,601,730	1,200,640
Empty iron cylinders.....do..		6,959		1,755
Fibers:				
Broomroot.....tons..	974	315,171	367	84,235
Jute.....do..			24.5	5,488
Jute cloth.....square yards..	533,204	46,129	482,247	100,637
Hair, animal.....pounds..	1,455	470	911	173
Hides and skins:				
Cattle—				
Green, salted.....do..	2,377,535	519,762	1,620,516	269,878
Dry.....do..	81,589	26,580	4,127	1,070
Deer, dry.....do..	8,773	3,787	1,101	419
Goat, dry.....do..	90,464	37,886	10,534	5,724
Sheep, dry.....do..	167	136	2,932	3,233
Household goods.....do..		5,630		7,127
India rubber:				
Crude.....pounds..	75,955	32,223	2,445	717
Waste.....do..	2,134	64	84,106	1,668
Minerals.....do..		10,515		
Ores.....tons..	106	71,122		
Precipitates.....pounds..	4,400	12,243		
Silver in bars.....do..		2,787,280		5,747
All other articles.....do..		3,185		82
Total.....		7,018,093		1,691,635
DUTIABLE.				
Chemicals, drugs, and dyes:				
Alum.....pounds..	49,604	2,259		
Chicle.....do..	58,186	20,211	435,575	246,459
Insects.....do..	15,476	2,370		
Saffron.....do..	743	452	547	121
Vanilla.....do..	13,048	49,996	26,345	56,522
Other.....do..	12,008	2,365	129,909	11,930
Copper scrap.....do..	128,807	29,719		
Hats, palm.....do..		6,453		
Honey.....gallons..	737	393	3,887	2,004
Lead.....pounds..	121,699	17,913		
Mica.....do..	28,082	7,563		
Oils, vegetable:				
Essential.....do..	12,236	17,149	3,108	6,433
Aniseed.....do..	29,110	1,443		
Quicksilver.....do..	24,892	21,507	18,558	27,731
Rice for seed.....do..	104,490	7,637		
Tobacco.....do..	22,381	6,494	151,094	43,535
Vegetables:				
Beans and peas.....bushels..	701.8	3,204		
Chile and garlic.....pounds..	128,094	21,056		
Walnuts.....do..	95,440	2,910		
Woolen blankets.....do..	1,819	2,611		
All other articles.....do..		703		
Total.....		224,668		394,745
Grand total.....		7,242,781		2,086,380

BRITISH COAL TRADE AFTER THE WAR.

[Commercial Attaché Philip B. Kennedy, London, June 29.]

In June, 1916, the British Government appointed a committee "to consider the position of the coal trade after the war with especial reference to international competition, and to report what measures, if any, are necessary or desirable to safeguard that position."

The committee entered at once upon an investigation of the industry, taking the testimony of many witnesses and considering the trade from many angles. It has now embodied its findings in a report to the (Government) Board of Trade, stating by way of preface: "This report is drawn up on the assumption that it is essential in the national interest that the export coal trade, which before the war amounted to one-fourth of the entire output, should not only be maintained, but that every effort should be made to increase it." The report then treats of the output, cost of production, labor, housing accommodation, and exports and concludes with the following recommendations:

1. That the policy of the country be directed toward maintaining and, if possible, increasing the export coal trade.

2. That all restrictions on the free export of coal imposed during the war, including the present system of export under license, should be removed as soon as possible after the termination of hostilities.

3. That in order to promote the interests of foreign trade, not only in coal but in other commodities, shipping in enemy hands should be made available for the immediate use of this country and its allies at the close of hostilities.

4. That on the termination of hostilities all men who prior to the war were employed in colliery work should be released from military duties at the earliest possible moment, and that every effort should be made by coal owners to reinstate these men as rapidly as it is practicable to do so.

5. That the attention of coal owners be directed to the desirability of introducing wherever practicable the most up-to-date appliances for increasing the output per person employed.

6. That the miners in every coal field should be encouraged to raise the individual production of coal; that any restrictions in operation affecting output should be withdrawn; and that arrangements should be made to insure to the workmen the full reward of increased effort.

7. That a statutory tribunal be set up having powers (1) to enforce the granting of wayleaves, both underground and surface, where unreasonably withheld, and to determine the conditions upon which they shall be granted; (2) to consider applications for, and, if so advised, to enforce the granting of facilities to mineral workers or lessees for the erection on land adjoining collieries of coke ovens, by-product plants, chemical works, and workmen's houses and for the treatment in such plants and works of coals raised at such collieries or elsewhere, and to fix the conditions (including compensation and tenure) upon which such facilities shall be granted.

8. That the law relating to surface support be remedied so as to secure that there may be as little loss of coal as possible in connection with the support of land, buildings, public works, railways, canals, etc.

9. That coal owners, exporters, and shippers interested in special markets should cooperate to prevent these markets from passing out of British control, and to secure satisfactory discharging, landing, and transport facilities for British coal in foreign countries, where these are inadequate.

10. That an investigation should be made into the character of the plant in operation and the facilities afforded at all home ports used for the shipment of coal with a view to bringing them up to the highest level of capacity and efficiency.

11. That statistics of the trade in British coal, and coal in competition therewith in foreign markets should be obtainable month by month by those interested in the export coal trade, along with any information available showing the trend of British trade in coal in such markets, and suggestions as to how this trade may be developed.

GERMAN CHEMICAL INDUSTRY IN 1917.

The year 1917 was for the German chemical industry a period of intense activity, far-reaching achievement, and profitable enterprise, says the Board of Trade Journal in quoting the German press. The tasks which the industry had to accomplish in the military and economic interests of the country alike continue to expand, with the result that works had to be enlarged and capital increased. All the concerns in the great chemical combine raised their capital toward the end of 1917, before the stringent regulations against capital increases came into force. The existing shareholders were given the option of taking up the new shares at 107 per cent, a figure which, in view of the high stock exchange quotations for chemical shares, allowed a good profit on the transaction. The seven companies in the combine raised their capital by 178,600,000 marks to 353,400,000 marks [at normal exchange the German mark is worth \$0.238 United States gold], partly with a view to the erection of new plant (especially for the extended production of nitrates) and partly also in order to water down their stock and check the rise of dividends.

During the year work was abundant and prices high; the profits were therefore good. But the profits shown in the balance sheets of the companies do not exhaust the whole of the gains. In addition to the visible profits there were also invisible profits in the form of sums partly written off and partly put to reserve, including considerable amounts set aside for the war-profits tax. It should also be noted that the output of the various members of the combine is not quite entirely pooled. For a certain fixed period the profits of certain branches of their work do not come into the general balance sheet. Thus in the case of the Höchst concern the production of calcium carbide, nitrolin, and certain products made therefrom, and in the case of the Badische Anilin group the production of synthetic ammonia and the inorganic nitrates made from it, are so excluded.

Profits, Dividends, and Sums Written Off.

For the six companies surveyed by the Frankfurter Zeitung (Höchst, Badische Anilin, Bayer, A.-G. für Anilinfabrikation, Griesheim, and Weiler-ter-Meer) the gross profits for 1917 were 194,900,000 marks, being 41,400,000 marks in excess of those for 1916. The amounts written off totaled 63,400,000 marks, showing an increase of 18,300,000 marks over the figure for 1916. The Frankfurter Zeitung observes that doubtless further considerable sums must have been written off which do not appear in the balance sheets. The German chemical works have always adopted the policy of making ample provision under this head; in fact, it is to this policy that their great strength is due. During the war they have continued this course, taking into account on the one hand the depreciation of plant resulting from intensive day and night work, and on the other hand the uncertainty of the future and the necessity of assuring a smooth transition to peace conditions. The net profits of the six concerns rose during 1917 by 14,000,000 marks to 110,000,000 marks; but as the capital involved had been increased, a lower dividend was declared for all the companies save one, which declared the same dividend as in the preceding year. The average dividend for 1917 was thus 18.78 per cent, as against 24.84 per cent for 1916; the actual

amount paid out in dividends was 63,100,000 marks, as against 53,070,000 marks.

These figures show that the chemical concerns have succeeded in financially consolidating themselves so thoroughly as to inspire confidence in a smooth transition to peace conditions. This confidence is all the more firmly founded in view of the agreement entered into between the chemical works and the explosives group for the purpose of defining their respective spheres of activity in the period after the war. While this agreement will eliminate competition at home, the German chemical industry will have to reckon with the determined efforts of the chemical industry in enemy countries to oust their German competitors from the world markets. By way of comment on this point the Frankfurter Zeitung only expresses the hope that the German chemical industry may emerge victorious from the struggle.

CANADIAN REGULATIONS TO CONSERVE WHEAT.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 15.]

The Canadian Food Board has issued an order that on and after July 15 no licensed dealer may legally have in his possession for sale any wheat or standard flour unless he has also at all times a sufficient stock of substitutes to meet the demands of his customers at reasonable prices.

Persons at points east of but not including Port Arthur must purchase substitutes in the proportion of not less than 1 pound to 2 pounds of wheat or standard flour, while persons west of and including Port Arthur must buy not less than 1 pound of substitutes to 4 pounds of wheat or standard flour. Dealers are forbidden, on and after July 15, to sell flour unless substitutes in the proportion stated, or to a greater proportion, are purchased.

Each Loaf Labeled "Victory Bread"—Wheat-Flour Substitutes.

On and after July 15 every baker must place on each loaf of bread a label or sticker bearing his name and address, and the words "Victory bread." The latter expression will be a guaranty that the prescribed amount of substitutes for standard wheat flour required by the Canadian Food Board have been used in making the loaf. Bread which does not bear such label or sticker may be seized and forfeited. The list of wheat-flour substitutes includes bran, shorts, corn flour, corn meal, edible cornstarch, hominy, corn grits, barley flour, oat flour, rolled oats, oat meal, rice, rice flour, buckwheat flour, potato flour, tapioca flour, rye flour, and rye meal. Potatoes may also be used, but on account of their high moisture content 4 pounds of potatoes must be taken as the equivalent of 1 pound of the substitutes required.

The order makes it an offense for any person to sell or have in his possession any bread, rolls, pastry, or any other products in which white or standard flour is used which does not conform to the requirements of the Food Board. The penalty for violations of the new regulations is a fine of not less than \$100 and up to \$1,000 or imprisonment for a period not exceeding three months, or both fine and imprisonment.

SIAMESE PURCHASES OF FOREIGN DYES.

[Vice Consul Carl C. Hansen, Bangkok, May 18.]

In the fiscal year 1907-8 Siam's purchases of dyestuffs from foreign countries amounted to 133,409 ticals (\$49,361). This was the first separate customs entry for dyes imported through the port of Bangkok. During the following six years the average yearly import value was 130,862 ticals (\$48,419).

Siam's aniline and indigo dye trade was practically confined to imports from Germany during the pre-war period. Since the war began the German trade has apparently been gradually eliminated, yet the bulk of the aniline dyes continued to come from the European Continent, either by transshipment or direct, Holland being credited by the Siamese customs with 78,769 ticals (\$29,045) for the fiscal year 1916-17, out of a total value of 92,233 ticals (\$34,126) from all countries.

Countries Supplying Siam with Dyestuffs.

The quantity and declared value of the dyestuffs imported into Siam from the various foreign countries during the three fiscal years ended March 31, 1917, are given below (the quantity is given in kilos of 2.2 pounds and the value in ticals of 37 cents United States currency):

Dyes and countries of origin.	1914-15		1915-16		1916-17	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>	<i>Ticals.</i>	<i>Kilos.</i>	<i>Ticals.</i>	<i>Kilos.</i>	<i>Ticals.</i>
Aniline dyes.	48,082	42,749	19,979	35,251	46,452	92,233
United States						
China			1,532	4,185	215	1,769
Germany	16,898	15,367				
India	1,183	1,430	8	23	25	135
Netherlands	8,522	5,056	2,722	2,748	39,963	78,769
Singapore	8,857	13,079	11,206	23,183	971	2,644
Switzerland	12,622	7,817	4,172	3,682		
United Kingdom			112	730	5,278	8,916
Indigo.	98,590	41,452	267,468	62,958	365,260	108,640
United States						
China	63,843	14,266	172,607	36,558	313,705	78,486
Hongkong			78,924	17,710	40,049	10,531
India			66	366	31	303
Japan		4	408	285		
Netherlands India			2,263	880	1,179	445
Singapore	13,461	10,359	12,007	5,799	8,944	17,416
United Kingdom	17,433	14,518	1,188	880	1,330	1,438
All other dyes.	61,544	49,825	44,076	37,375	80,475	35,236
United States	1	4			1	
China	816	1,270	1,650	2,398	282	832
Germany	2,529	2,850				
Hongkong	1,517	2,659	15,399	10,866	14,854	13,562
India	1,290	354	2,731	1,884	454	105
Japan	1,578	1,817	779	1,226	319	1,258
Netherlands	2,268	919				
Netherlands India	180	73	715	687		
Singapore	49,100	36,063	18,516	8,971	8,149	2,450
United Kingdom	1,761	3,397	4,226	10,706	6,417	16,929

Principal Colors in Demand.

Aniline colors, which were formerly supplied by the German makers, are now much in demand in Bangkok. The best selling colors are violet, dark green, magenta, and scarlet, but pink, blue, light green, orange, and yellow colors are also called for.

The aniline dyes hitherto placed in the Bangkok market were generally put up in 4-ounce tins and in wrappers indicating the color

of the dye contained therein. The labels were usually designed according to the suggestions of the importers and were henceforth regarded as their special trade brand. It has been customary to ship the dyes in cases without tin lining, each case containing 400 quarter-pound tins, the tins being wrapped separately in coarse paper.

SHEEP RAISING IN JAPAN.

[Excerpt from Sale and Frazar Geppo of May 15, transmitted by Consul General George H. Scidmore, Yokohama.]

Japan aspires to achieve its independence as a wool-producing nation. At present its supply of wool is almost nil. Briefly, its plan is this:

By May 31 Japan will own three national sheep farms, one in Ibaraki Prefecture, near Tokyo, and one each on the large islands of Hokkaido and Kyushu. On those national farms 400 sheep already imported from Australia by the Japanese Government, and 500 more to be imported this year, will be raised as breeders.

Later, model sheep farms will be started in all parts of Japan and good breeders grown on them will be given gratis to private farmers. The whole scheme as planned will require 10 years to work out, and following that period Japan expects to supply more and more of its wool requirements until eventually it need import no wool.

The Diet, which adjourned recently in Tokyo, extended a credit sheep fund for use by the Department of Agriculture and Commerce. This Department is creating a bureau, which will have charge of the national sheep farms and all other phases of the more-sheep campaign. Seven men expert in the production of wool, with 20 assistants and several secretaries make up the personnel of the bureau.

CONDITION OF THE BANK OF NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 28.]

According to the balance sheet just given out for the Bank of New Zealand its assets now exceed \$200,000,000 as compared with \$120,000,000 in March, 1914. This is the leading bank in New Zealand with its head offices at Wellington and 199 branches throughout the Dominion where deposits are accepted. Its deposits on March 31, 1918, amounted to \$172,787,506, with advances and loans amounting to \$142,675,536. This is a fair indication of the financial conditions in this country at this time.

JAPANESE COMMERCIAL MUSEUM AT SINGAPORE.

[Consul General George H. Scidmore, Yokohama, Japan.]

The Japanese Department of Agriculture and Commerce will shortly establish a commercial and industrial museum in Singapore for the purpose of developing Japan's trade with the Straits Settlements and other places in the South Pacific after the war, according to the Japan Gazette of June 19. Mr. M. Kimura, an instructor of the Yamaguchi Higher Commercial School, will be appointed president of the new museum.

SMALLER ONION SHIPMENTS FROM VALENCIA.

[Vice Consul Paul D. Thompson, Valencia, Spain, July 5.]

The 1917-18 onion export season for the Valencia consular district opened May 20, 1917, and ended May 25, 1918, shipments during that period totaling 1,526,090 cases and 1,112,029 crates, as compared with 2,409,685 cases and 1,135,219 crates for the 1916-17 season.

The exportation to the United States for the season totaled 304,285 cases and 1,102,024 crates, or 127,354 cases more, and 210,915 crates less than the previous season. The onion exportation to the United States ended abruptly and disastrously about February 1, 1918, with prices running from \$1 to \$2.50 per case, according to condition. The price received by the growers was then at its highest point, about \$1 per case, or \$0.45 per bushel. Many cases were frozen after their arrival in the United States owing to the intense cold weather and were condemned by the health authorities.

The result to the Valencia shippers was in many cases a total loss of the prices paid to the growers, amounting to thousands of dollars in the case of the larger shippers, while the New York consignees also suffered losses. It is probable that the result of this season will put an end to the business of shipping onions on consignment to the United States until the return of normal conditions, as many of the shippers here state that they will not again ship to New York unless cash deposits are made with the Valencia banks.

England the Principal Market—Shipping Difficulties.

The exportation to England, normally the chief market for Valencia onions, amounted to 822,486 cases, as compared with 2,072,710 cases for 1916-17, or a decrease of about 60 per cent. Prices in the English markets varied greatly throughout the season, and this fact, combined with very high and fluctuating freight rates and shortage of tonnage, gave the business an unusually speculative character. Freight rates to England during this season ranged from \$4.50 to \$7 per case, as compared with \$0.50 per case in September, 1916.

The Valencia onion trade in the English markets this season may be summed up and explained in a word—the shipping situation. Many Spanish shipowners were not disposed to run the risks of navigation to English ports under the circumstances prevailing the past year. Onions were shipped to other Spanish ports for transshipment to vessels sailing from those ports; some were even shipped via Lisbon. Twenty per cent of the cargo space in vessels carrying ore from Cartagena to England was reserved by decree of the Spanish Government for fruit and vegetables, at a cheaper rate than from other ports, and Valencia shippers took advantage of this opportunity. Many shipments were made by rail and water through Havre, France, or by sailing vessels to Cette, thence by rail to Havre, with considerable saving in freight and marine insurance charges, but shortage of railway equipment restricted such shipments. Moreover, these irregular routings could not be timed to strike a favorable market, which is always an important factor in the handling of the Valencia onion in the English markets.

It should be noted that the export figures herein quoted do not include shipments by rail or by transshipment at other ports, these being abnormal and not recorded in the available export statistics.

The value of a case of onions f. o. b. Valencia ranged from about \$0.85 to \$1.50 during the season.

Increased Exports to France and Norway—Stocks on Hand.

The shipments to France totaled 383,475 cases this season, as compared with 148,809 cases last season. The increase of nearly 60 per cent is due to greater consumption in France under war conditions, and has helped to steady the market to some extent.

Shipments to Norway, noted last season for the first time, have increased slightly, in spite of adverse shipping conditions.

The Valencia onion crop is estimated to have been 20 per cent larger than that of 1916-17, which was a very good one, and the natural result of restriction of shipments was that large quantities of onions rotted in the fields or were used for fertilizers, and large stocks were left on the hands of the growers at the close of the season, a condition that naturally discouraged the next season's planting. Estimates are that next season's crop will be from 50 to 60 per cent less than this season's.

Destination of Onion Shipments During Past Five Seasons.

The distribution of Valencia onions during the past five seasons, as compiled from the Pasa Valenciana, is shown below. A case of onions is equal to approximately 2.3 bushels, and a crate to 0.7 bushel:

Destination.	1913-14	1914-15	1915-16	1916-17	1917-18
Great Britain.....cases	2,032,715	1,885,070	1,686,672	2,072,710	822,496
France.....do	195	2,847	25,100	148,809	383,475
Germany.....do	3,037				
Norway.....do			500	7,400	9,986
Argentina.....do		18,437	35,528	1,825	
United States.....do		40,907	72,218	176,931	304,285
All other.....do		4,679	2,016	2,010	5,843
Total cases.....	2,085,947	1,951,940	1,822,034	2,409,685	1,526,090
Great Britain.....crates		5,818		2,185	
United States.....do	260,263	454,519	527,266	1,312,939	1,102,094
Canada.....do	17,054	9,529	4,185	20,095	10,005
Total crates.....	277,347	469,866	531,451	1,335,219	1,112,099

NOTE.—Because of the great fluctuation in Spanish exchange, and the abnormal value of the peseta the past year, conversion to United States currency herein has been made on the basis of 5 pesetas to the dollar.

SHIPBUILDING IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 8.]

Because of lack of certain classes of shipbuilding labor and the difficulty in getting steel plates, the minister controlling shipbuilding has decided to suspend consideration of a proposal submitted by a private firm for the construction of composite ships. He is, however, considering an offer by a private firm in Sydney for the construction of six wooden vessels of 2,600 tons each.

The State of Western Australia has decided to advance £30,000 to provide slips and plant necessary to build six wooden ships. The slips and yards will remain the property of the State, and 5½ per cent interest will be charged on the £30,000 loan.

The question of building concrete ships has also been under consideration.

DUNDEE TEXTILE TRADE.

[Consul H. Abert Johnson, Dundee, Scotland, June 28.]

According to the trade press, last week's business was considerably smaller than it would have been had manufacturers been free to undertake delivery of all the goods that purchasers desired to obtain. The present position of raw material necessitated extreme caution on the part of manufacturers, although matters in this direction show a slight tendency toward improvement. The entire jute market shows a complete transformation as compared with all pre-war conditions, but it appears to be regarded as highly encouraging that, at this stage of the crisis, this important textile industry should be able to furnish the vast supplies so necessary for war purposes and at the same time meet to such a relatively large extent the pressing demands of private buyers.

The problem of wages seems to be getting more and more complex, and all operations are reaching a point where it is decidedly dangerous to enter into contracts for delivery very far ahead. It was only on May 18 last that new prices were fixed for all commodities, with the subsequent result of a material increase in the cost of production. It now looks as though business would be called upon to face rather a trying period during the coming month under the difficult problems created, and it is hardly believed that manufacturers will be keen to book new orders until all matters are placed on a more definite basis than at present. With the adjustments so far effected, matters can move along for a little time without further changes, but it would be unwise to expect too much in this direction. In the meantime, spinners are chiefly interested in replenishing their stock of raw material, and the adjustment of their scale of wages.

Further Reduction in Hours and Consumption.

As regards flax and tow, spinners have been approached with a view to ascertaining the manner in which it was proposed to meet a further reduction in the hours of labor to 32 hours per week. The previously sanctioned quantity of raw material for allocation was exhausted, and a halt was called in furnishing supplies to spinners pending further permission from the board. It is claimed that Irish rescutched tow is giving great satisfaction, and, as a result, orders are being placed for bulk quantities. The position in regard to the proposed reduction of consumption may be noted from two letters recently sent out by the Scottish subcommittee to spinners. The first of these, regarding a 20 per cent reduction on the February consumption, reads:

It is very necessary that every spinner should use a proportion of hemp and hemp tow in order to conserve flax and flax tow. Spinners will require to reduce their consumption of flax and flax tow used by about 20 per cent and use hemp and hemp tow instead, the basis to be the consumption in February, unless a good reason can be shown in individual cases for another date being adopted. The committee will be glad to know to what extent you may have already made arrangements for the use of hemp and to what further extent (even more than the 20 per cent) you will be able to substitute. The substitution of hemp for flax will be taken into consideration by Government in the costing of yarn.

The second letter related to further reductions in the quantity of carding flax, flax tow, and certain grades of hemp tow used:

Owing to the great shortage of carding flax, flax tow, and tows off the restricted marks of hemp, it will be necessary to reduce the consumption of these

materials by a further 25 per cent. This means a total reduction of five-elevenths from your weekly February consumption. This can be done by (a) reducing the size of yarns, (b) stopping machinery, (c) going further short time, or by some combination of these. You will kindly advise the committee how you propose to effect this further 25 per cent reduction in consumption, and if by stoppage of machinery how many hands would be thrown out of employment, and whether these could be absorbed. Please note that there must be no increase in the consumption of line over eight-elevenths of the February basis.

Raw Jute and Jute Yarns—The Linen Trade.

In the matter of raw jute, a few isolated sales constituted the total of market transactions during the past week. Advices from Calcutta were scant, and from information obtainable it is difficult to know just what is taking place in the Indian market or to gain anything like a reasonable idea of the position of the new crop of raw material. The view at present seems to indicate that the new crop of fiber may rule at firmer prices for some little time, but it is admittedly difficult just now to know exactly what to make of the raw-material situation, as matters are in the transition stage. Even with the new season close at hand, there still remain in Calcutta a considerable amount from the old crop awaiting buyers.

As to jute yarns, a little more was sold by spinners in the course of last week. The supplies came mainly from spinners who had been holding back until the last moment before selling, and the chief business consisted of the renewal of contracts which were about to expire.

The linen trade pursues a somewhat irregular course at the moment. There are difficulties to contend with resulting from the fiber question, and to this no doubt any change of policy is due. Formerly light sizes of yarns were discouraged; now there is a disposition to encourage light sizes—no doubt as the best means of helping out the supply question. The class of fiber for the light sizes is, however, a point that spinners may have some difficulty in surmounting. The use of hemp and hemp tow is recommended in place of flax and flax tow, while a further reduction in production is also desired. This is a matter at present under process of settlement. A census of yarns of all descriptions in the possession of spinners, manufacturers, merchants, and bleachers is about to be taken.

Tow Yarns—Jute Fabrics.

Buyers of tow yarns at the moment are endeavoring to take advantage of the lull to acquire supplies at a considerable reduction on market values. This, however, they are unable to accomplish, and it rather looks as if they may be shortly called upon to pay even higher rates. The prices for hemp and hemp tows are such as to preclude the sale of yarns spun from a mixture of these fibers and flax and flax tow at the values ruling for pure linen yarns. This is fully realized in official quarters, and there are other conditions contributing to an increase in the cost of production. The price of 4-pound tow weft is \$2.02 net. Offers of \$1.94 net are unheeded. Tow warp is \$2.10 to \$2.19 for 3½-pound and \$2.19 to \$2.31 for 4-pound, less 3 per cent.

The sales of jute fabrics during the past week declined in activity to an extent below what had been expected. Great difficulty was experienced in inducing manufacturers to agree, and deliveries were

not easy to arrange, while hessians were available for purchase only in extremely limited quantities. Manufacturers have been strongly insisting that grading permits be provided, and little interest has been shown for anything where there is any doubt in regard to the grading question. In the case of mangled hessians there has been great difference of opinion in regard to price on the basis of 10½-ounce 40-inch. The stipulation is laid down that mangling is at the public calender tariff rate, according to which the price of 10½-ounce 40-inch mangled is 17 cents. There has sometimes been an argument on the part of manufacturers that they have to allow for the loss in width in mangling. This the merchant has also, however, to provide for when he sells a specified width of hessian mangled, which goods he may send into a public calender to be finished.

Linoleum Hessians.

There is no great amount of interest attached to linoleum hessians although there would be a very considerable amount of activity were America permitted to secure supplies. Domestic purchases consist of an occasional lot. As to the position of home users under the grading problem no intimation has as yet been made. Prices are still much on the level of the following quotations, all per yard, basis 40 inches, cropped, in rolls: 10½ ounce, 18 cents; 10 ounce, 17½ cents; 9½ ounce, 16½ cents; 9½-ounce, 16½ cents; 9-ounce, 15½ cents; 8½-ounce, 15½ cents.

Manufacturers of all the heavy fabrics can afford to select their orders. They have sufficient on their books to complete and they only add to the number when the order is suitable or attractive. Heavy goods are more difficult to obtain than hessian fabrics, and as production is so freely disposed of this removes all sign of business and renders the heavy-goods market in a sense devoid of feature.

IMPORTS OF CORK MANUFACTURES INTO ARGENTINA.

[Consul General W. Henry Robertson, Buenos Aires.]

The customhouse statistics do not indicate the imports of corkwood, corks and cork squares, and cork shavings; they only show the importations of manufactured products of cork (corchos elaborados), which are as follows: Total imports, 1910-1914, 1,577,714 pounds, of which 998,162 pounds came from Spain, 320,557 pounds from France, and 124,502 pounds from Portugal.

In 1913 the importations of these products amounted to 361,101 pounds; in 1914, 212,141 pounds; and in 1915, 243,386 pounds. During the first nine months of 1917 the imports of cork manufactures amounted to 290,472 pounds. Spain exported by far the greatest amount of these articles to this country.

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DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway. 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
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1918

CONTENTS.

	Page.		Page.
Spanish import duty on cottons-----	401	Special safe deposit system in New Zealand-----	409
Canadian flour substitute order amended-----	401	Operating results of Birmingham's public utilities-----	410
Market for rice in Algeria-----	402	Trade of British India for 12 months-----	411
Exports of rubber from Para, Brazil, during May-----	402	Record tin imports-----	412
New Brunswick forest survey results-----	403	Malaga red oxides-----	412
Japan's gold accumulations-----	403	Government publications for sale-----	413
Reduction of working hours in Japanese factories-----	404	Importance of Japanese copper industry-----	414
Special reports prepared by bureau-----	404	New edition of Coast Pilot volume-----	414
Motor tractors in Portugal-----	405	Extracting kauri gum oil in New Zealand-----	415
Uruguayan output of amethyst and other precious stones-----	406	Grain storage facilities in New South Wales-----	415
Value of exhibiting at New Zealand winter fairs-----	407	Dried milk production in New Zealand-----	415
Increased Chilean trade with United States-----	407	Foreign trade opportunities-----	416

SPANISH IMPORT DUTY ON COTTONS.

[Consul General Hurst, Barcelona, July 26.]

A royal order published July 24, 1918, stipulates that inferior Egyptian cottons, commonly known as "scarto" and "afrits" cottons, as well as burnt cotton from any point or origin shall be subject to the same duty as India cotton, which pays 37½ centimos per kilo. This is 25 per cent below basis, which is 50 centimos per kilo. (Kilo, 2.2046 pounds; centimo, \$0.00193.) Recent changes in import duties on cotton and cotton manufactures were published in **COMMERCE REPORTS** for June 12, 1918.

CANADIAN FLOUR SUBSTITUTE ORDER AMENDED.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 19.]

The Canadian Government has made the following order amending the regulations enacted June 27, 1918, and fixing maximum quantities of wheat that can be employed by manufacturers in making cereals.

1. No person shall manufacture any rolled wheat, wheat flakes, wheat meal, or cracked wheat containing more than 80 per cent of wheat: *Provided, however*, That in manufacturing any of these products of the whole wheat from which the bran and shorts are not removed no substitutes need be added.

2. No person shall manufacture any alimentary pastes or self-raising flour containing more than 80 per cent by weight of wheat flour.

3. No person shall manufacture buckwheat flour containing more than 35 per cent of wheat flour.

4. No person shall manufacture any breakfast foods except those mentioned in the next preceding sections containing more than 50 per cent of wheat or wheat flour.

5. On or before August 1, 1918, every person manufacturing any of the products mentioned in this order shall file with the Canadian Food Board a sworn statement showing the ingredients and the proportion of same constituting each of such products made by them.

6. This order shall come into effect on the 15th day of July, 1918.

7. (a) Any person violating any of the provisions of this order is guilty of an offense and shall be liable on summary conviction before a police magistrate or two justices of the peace to a penalty not exceeding \$1,000 and not less than \$100 or to imprisonment for a period not exceeding three months, or to both fine and imprisonment.

MARKET FOR RICE IN ALGERIA.

[Consul A. C. Frost, Algiers.]

There is a market in Algiers for about 20,000 bags of 100 kilos each (1 kilo equals 2.20462 pounds). The Department of Oran requires somewhat more and the Department of Constantine somewhat less.

The chief competition to meet in this market is Spanish rice. Under normal conditions Algeria has, at various times, drawn a portion of its supply also from the East Indies, the Far East, Italy, France, and the United States. Recently a shipment came to Algiers from Korea via Marseille.

It is believed that after the war a good part of the imports will be made in the husk, and the product finished in the country. This will be facilitated by the tariff. Rice is classified under No. 79 of the French import tariff. The duty upon rice in the husk is 3 francs per 100 kilos (\$0.26 per 100 pounds); broken rice, 6 francs per 100 kilos (\$0.53 per 100 pounds); whole rice, meal, and grits, 8 francs per 100 kilos (\$0.70 per 100 pounds).

The lack of direct steamship communication between the United States and the North African coast, and the usual stipulation of f. o. b. American port, are factors preventing purchases in the markets of the United States at present. Before the war, local dealers sometimes purchased American rice on the f. o. b. basis, but on account of the present uncertainties of delivery, and of the length of time their capital is tied up, such quotations are not now acceptable. As Spanish and other exporters will grant prices c. i. f. Algiers, competition is all the more difficult. When normal conditions return, however, there is no reason why American exporters should not be able to do business in this market, provided satisfactory terms are granted to responsible dealers, and transportation facilities are available.

I believe that it would be well to grant an exclusive agency for Algeria to a firm situated at Algiers. The names of two firms that would act as agents are transmitted [the addresses of which can be obtained at the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103197].

EXPORTS OF RUBBER FROM PARA, BRAZIL, DURING MAY.

[Consul George H. Pickerell, Para, June 17.]

Shipments of crude rubber from Para, Brazil, during May showed a considerable decrease compared with the corresponding month last year. The exports to Europe during May, 1917, were 1,528,789 pounds, while none was shipped to Europe during May of this year. The exports to the United States also show a decided decrease, from 7,690,816 to 4,753,558 pounds, or a decrease of 2,937,258 pounds. The grades shipped to the United States were as follows: Fine, 1,988,729 pounds; medium, 346,718 pounds; coarse, 722,169 pounds; and caucho, 1,695,942 pounds. There were also 8,989 pounds of fine rubber exported to South American ports.

Protect Your Soldiers with Your Savings.

NEW BRUNSWICK FOREST SURVEY RESULTS.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, July 4.]

Results of the work of surveying and classifying the crown lands of New Brunswick have been made public by the Department of the Interior at Ottawa. According to the publication the field parties have surveyed and examined 1,200,000 acres. Of this the mapping and compiling of 371,000 acres have been completed, which shows 282,064 acres of merchantable timber suitable for logs or pulp; 6,109 acres of second growth not yet large enough for logs or pulp; 42,364 acres of burnt land on which there is sufficient reproduction to assure a future crop of timber; 33,794 acres of burnt land on which satisfactory reproduction is not yet established; 4,199 acres of barren, treeless land, including caribou barren cranberry bogs, etc., swamp land not supporting commercial growth; 2,570 acres of cleared or cultivated areas.

Supplies of Commercial Timber.

The commercial timber on the 282,064 acres of timber land is estimated as follows: Spruce, 139,506,000 board feet; fir, 96,627,000 feet; pine, 19,240,000 feet; cedar, 34,821,000 feet; hemlock, 7,474,000 feet; maple, 30,034,000 feet; birch, 97,956,000 feet; beech, 12,838,000 feet; other species, 8,866,000 feet; total, 446,862,000 board feet.

In addition to the above there are 583,138 cords of spruce and fir pulp; 60,901 cords of poplar pulp; 84,346 cords of white birch spool wood; giving a total of 728,385 cords, which, assuming that two cords will equal 1,000 board feet, will be equivalent to 364,192,000 board feet, making a grand total of 811,054,000 board feet on the 282,064 acres of timbered land. Assuming that the 371,000 acres examined is fairly representative of the entire area of 7,500,000 acres of crown land, the total stand of all species would be approximately 16,200,000,000 board feet, worth in stumpage at least \$48,000,000.

A significant fact noted is that although 33 per cent of the timber stand (five or six billion feet) is represented by hardwoods—maple, beech, and birch—yet these varieties form only 1½ per cent of the annual cut of the Province. It is said that a great deal of the hardwood is suitable for the manufacture of flooring, dimension stock for chairs, turnery, and similar uses.

The estimate prepared by the forest survey also shows large amounts of poplar.

JAPAN'S GOLD ACCUMULATIONS.

[Consul General George H. Scidmore, Yokohama, June 6.]

The Japan Chronicle gives the amount of gold specie held by the Government and the Bank of Japan on May 31 last, according to the latest returns issued by the Finance Department, as 1,179,000,000 yen (\$587,142,000), showing an increase of 42,000,000 yen as compared with the figure for May 15, which was the highest on record. Of the total, 449,000,000 yen was held by the Government and 730,000,000 yen by the Bank of Japan. The sum of 457,000,000 yen was held at home and 722,000,000 yen abroad.

REDUCTION OF WORKING HOURS IN JAPANESE FACTORIES.

[From Japan Chronicle of June 20, transmitted by Consul General George H. Scidmore, Yokohama.]

The factory law promulgated on September 1, 1916, prohibited the employment of boys of under 15 years of age and girls and women for a period exceeding 12 hours a day, but provided that in the weaving and knitting industries the working hours may be extended up to 14 hours during the two years following the promulgation of the law. This period expires on September 1 next, and last spring the employers concerned throughout the country addressed a memorial asking for a revision of the law so that the working hours for small boys and female operatives can be extended up to 14 hours for the next 3 years, and to 13 hours during the 10 years following. The authorities have decided to reject the memorial, and this decision has been communicated to local authorities throughout the country.

From September 1 next the working time for boys under 15 years of age, girls, and women will be accordingly reduced from 14 to 12 hours. It is reported, however, that factory owners will again memorialize the Government asking it to postpone the execution of curtailment of working hours.

Appeal of Phosphorus-Match Manufacturers.

Under the factory law children of from 10 to 12 years of age are allowed to be employed for such light work as putting match sticks in boxes, wrapping up boxes, and pasting labels at match factories, but in the case of factories where phosphorus matches are manufactured the employment of such children is restricted to the two years following the promulgation of the factory law, their employment being prohibited from September 1. Some time ago phosphorus-match manufacturers in the neighborhood of Kobé and Osaka appealed to the Government to postpone the execution of the prohibition for another two years.

In this connection an official from Tokyo recently inspected the phosphorus-match factories in Osaka and Kobé, and it is reported that the authorities will reject the appeal. Not only this but it is further reported that the Government may prohibit the manufacture of phosphorus matches. For this proposal no particular reason is given, though it is known that the manufacture of phosphorus matches has an injurious effect upon the health of those engaged in the operation. This branch of the match industry in this country has been on the decline of late years, chiefly because of the development of a similar industry in China, which has been the principal buyer of Japanese phosphorus matches. Nevertheless, the annual output of these matches in this country amount to 110,000 or 120,000 cases a year, there being 2 factories each at Shikama, Awaji, and Iwaya, 1 at Itami and Kobé, 3 at Amagasaki, and 14 in Osaka-fu.

Special Reports Prepared by Bureau.

Statistics have recently been compiled by the Division of Research, Bureau of Foreign and Domestic Commerce, on the exports of wood from Germany to the United States for the years 1912 and 1913, and on the exports of wheat and wheat flour of Canadian production from Canada for the years ended March 31, 1917 and 1918.

MOTOR TRACTORS IN PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, June 24.]

Last year 28 American agricultural tractors were bought by the Portuguese Government (see **COMMERCE REPORTS** for Nov. 5, 1917) for experimental purposes. The authorities had been greatly interested by demonstrations of American tractors imported previously by prominent farmers—largely through the efforts and assistance of the Lisbon consulate general. Recently a demonstration of several machines was given at the Government agricultural school at Queluz, near Lisbon, in the presence of the president of the Republic, the secretaries of agriculture and instruction, and other officials. A detailed account of the exhibition appeared in *O Seculo* on the following day, from which the following extracts have been taken:

Yesterday we had the pleasure of attending some very interesting trials. The agricultural tractors acquired by the Government for tests, demonstrations, and propaganda, and of which the special purpose is to economize animals and manual labor in all farm work, were tested yesterday on a tract of land belonging to the agricultural school at Queluz, causing a great sensation among all who attended. They operate—simply with the employment of one, two, or three men, according to the type and size, plows for great tracts of land—apparatus for grading land, for sawing wood, for silos, for irrigation work, for thrashing grain, and for baling hay, having, therefore, the double character of tractors and stationary motors.

The program began with a parade of all the machines, which, assembled, gave the impression of modern "tanks," some moving swiftly and others more slowly, there being at the wheel of each a Portuguese chauffeur, who contributed greatly to the success of the trials, in spite of the fact that the majority had handled the machines confided to them only a short time. Outside of a few slight accidents to the motors, which were absolutely to be expected, as many of them were not yet sufficiently regulated, all the tractors worked satisfactorily.

Behavior of Machines Tested.

The first machine to be tested, which, unlike the rest, was of small dimensions, gave proof of its suitability for certain work on limited tracts of land. The second, for large work, required three persons to weigh down the plow in order to sufficiently penetrate the earth—a condition that will naturally be remedied. This machine suffered two small breakdowns of the motor and in the water tubes. The third, a regular locomotive, gave the impression of excessively cutting up the land, due to its weight and to the fact that one of the wheels, perhaps accidentally, remained continually in the worked land, the speed also not being in conformity with its powerful aspect. The fourth, after various breakdowns, gave up the test. The fifth was the only one to use three-bladed plows, but succeeded only in plowing in jumps, the plows often coming out of the earth. The sixth also had several breakdowns, but worked some stretches of soil—irregularly, however. The seventh worked with equal difficulty, also having several breakdowns. The eighth began its work with great regularity, turning up perfect furrows, but it had some difficulty, due to the fact that portions of the land which remained to be worked had been left in bad condition through the irregularity of the preceding tractors. However, it attracted the attention of those present by the splendid working of its motor.

After the field trials of the tractors the President and the Secretaries of Agriculture and Instruction attended the various tests in the work of utilizing the tractors as stationary engines, which, as we have said, may be used to cut timber, bale hay, operate centrifugal pumps, thrashing, etc. All this work was presided over by the director of the school at Queluz, Mr. Acrisio Canas Mendes, assisted by pupils of the school.

The trials should be taken, says the journal quoted, as a good sign of the beginning of the development of motor culture in Portugal. Several motion-picture films were made during the afternoon.

URUGUAYAN OUTPUT OF AMETHYST AND OTHER PRECIOUS STONES.

[Consul William Dawson, Montevideo, June 14.]

An inquiry has been received from the United States asking for information concerning the rough amethyst and other precious stones of Uruguay. The following information, taken from a bulletin published in December, 1916, by the Uruguayan Geological Bureau, may be of interest:

Amethyst and agates are found in the Departments of Tacuarombó, Artigas, Salto, and Paysandú. Amethyst occurs as a rule in the form of geodes or more or less round stones of ordinary appearance which are hollow and contain amethyst crystals on the inside. Little exact information as to the output of amethyst is available. In 1909, which was a normal year, exports are estimated to have been between 13,000 and 15,000 pounds. Practically the entire output of rough amethyst and agate was formerly exported to Germany to be cut in Idar and Oberstein. The value of rough amethyst varies greatly according to purity and color. The bulletin of the geological bureau states that it ranges from 10 centésimos (10.34 cents) to 12 pesos (\$12.41) per kilo (2.2 pounds) and that in very exceptional cases as high as 40 pesos (\$41.86) has been paid.

The European war completely changed conditions as respects the production and exportation of amethyst.

The output has been very small and apparently irregular. This may not be due exclusively to the war. The director of the geological bureau informs the consulate that he has been told that the best stones are about gone and that those remaining are of second grade or poorer, although he can not vouch for this statement from personal investigation.

Demand for Amethyst Following War.

The following interesting statement has just been furnished the consulate by an expert who recently settled at Montevideo for the purpose of dealing in semiprecious stones:

Stones are to be found in the Departments of Minas and Salto, but the finest specimens come from Artigas, near the Brazilian frontier. Fields containing stones are rented by prospectors for almost nothing, as the owners are glad to have the stones removed. The stones are taken on muleback or in carts to the nearest railway station, shipped from there in barrels to Salto, and thence by river boat to Montevideo.

The Department of Artigas contains a very fine amethyst of a deep violet color, which compares very favorably with those of Auvergne in France or the Ural district in Russia. Stones of this quality are usually small. Agate is found in abundance and of a quality little known in Europe. Practically all colors—red, orange, gray, blue, etc.—are to be had. Very curious and beautiful quartz is also found.

There will probably be a large demand for amethyst immediately after the war, inasmuch as its color makes it appropriate for mourning. This was the case after the Franco-Prussian War. Before the war the only firms handling Uruguayan stones were German, and it appears likely that they will endeavor to regain the trade once the war is over.

My informant [whose address can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 104235] proposes to deal in Uruguayan stones and also to prepare them for the market. He points out that whereas the Germans usually shipped the rough stone as found to Idar and Oberstein, a great saving can be effected by preliminary cutting at Montevideo.

VALUE OF EXHIBITING AT NEW ZEALAND WINTER FAIRS.

[Consul General Alfred A. Winslow, Auckland, June 19.]

The exhibit of British manufactures at the Hawera winter agricultural show last year (see COMMERCE REPORTS for Aug. 8, 1917) was so successful that the British trade commissioner assigned to New Zealand has arranged for a similar but more extensive display at the Palmerston North show taking place next month. This exhibit is being supported by some of the best manufacturing plants in Great Britain and by the business interests of New Zealand, and from present indications these exhibits are destined to become very popular and valuable.

These winter shows last for two or three days and are visited by thousands of farmers and stockraisers as well as by townspeople, who go to study the exhibits with the idea of comparing their worth. Apparently the fairs are more effectively conducted here and more appreciated than are the agricultural fairs in the United States, and it would seem that American manufacturers might make much better use of them than they have heretofore. It might be a good plan for a number of manufacturers to club together and send out a representative to arrange for exhibitions at a series of these winter shows, which extend over a period of two or three months.

INCREASED CHILIAN TRADE WITH UNITED STATES.

[Consul General L. J. Keena, Valparaiso, June 28.]

The report of the superintendent of Chilean customhouses, covering 1917, which has just been given to the public, shows a remarkable increase in the importations from the United States.

The most extraordinary increase recorded was in the importation of automobiles. The values represented by this import commodity in Chilean commerce with the United States during the last six years have been as follows: 1912, \$44,079; 1913, \$44,170; 1914, \$123,150; 1915, \$202,500; 1916, \$895,123; and 1917, \$3,274,880.

The increase in the value of the various classes of imports from the United States between 1913 and 1917 is given below:

Articles.	1913	1917	Articles.	1913	1917
Automobiles.....	\$44,170	\$3,274,880	Mining machinery and apparatus.....	\$73,212	\$3,385,657
Pig iron.....	16,370	531,773	Industrial machinery and apparatus.....	226,648	895,245
Coal.....	722,547	1,827,416	Electrical machinery and supplies.....	217,252	1,160,805
Coke.....	7,305	798,916	Steel rails.....	516,385	972,131
Rice.....	2,305	1,171,307	Printing paper.....	137,078	707,585
Cotton thread and yarn.....	32,076	646,917	Window glass.....	490	243,735
Empty sacks.....		555,270	Electric pianos, piano players, etc.....	28,396	64,915
Cotton textiles.....	9,020	672,180	Writing and calculating machines.....	38,102	196,451
Cashmeres.....	43	214,349	Gold bullion:		
Woolen goods.....		334,921	In coin.....		2,550,001
Osnaburgh.....	294,564	785,547	In bars.....		2,252,776
Stocks and stockings (cotton)...	7,000	575,465	Uncast.....		1,113,215
Sulphuric acid.....	167	33,581			
Alum.....	1	14,090			
Extracts and essences.....	6,135	43,219			
Gasoline.....		367,096			
Dynamite and explosives.....	196,678	1,754,487			
Iron and steel, in bars and other unfinished shapes.....	367,490	2,031,278			

Declared Exports From Valparaiso to the United States.

The value of the exports invoiced at the Valparaiso consulate general for the United States increased from \$14,038,664 in 1916 to

\$29,648,441 in 1917. The chief articles showing an increase, as compared with 1916, were: Beans from 203,488 pounds to 584,993 pounds, and in value from \$795,190 to \$3,581,310; copper bars from 44,421,363 pounds to 69,017,709 pounds, and in value from \$10,801,118 to \$20,105,147; hides from 2,305,114 pounds to 2,706,609 pounds, and from \$339,971 to \$642,401. No declared exports of nitrate of soda were reported from the port of Valparaiso in 1916, while in 1917 there was recorded 28,072,446 pounds at a value of \$571,334. In 1917, also, a shipment of 27,520,325 pounds of nitrate of soda, valued at \$524,447, went to Hawaii. The shipments of wool rose from 3,774,308 pounds in 1916, valued at \$898,292, to 6,935,821 pounds, valued at \$2,755,053.

The following table gives the principal articles invoiced at this consulate general for the United States during 1916 and 1917:

Articles.	1916		1917	
	Quantity.	Values.	Quantity.	Values.
Argolas and grape lees.....pounds..	165,020	\$12,142	286,003	\$33,722
Beans.....do.....	203,488	795,190	584,993	3,581,310
Beeswax.....do.....	165,255	44,508	370,330	159,056
Casings (sausage).....do.....	134,421	63,980		27,819
Clover seed.....do.....	173,475	19,162	22,440	4,955
Copper bars.....do.....	44,421,363	10,801,118	69,017,709	20,105,147
Copper and brass scrap.....do.....	311,029	58,604	181,028	34,038
Copper cement.....do.....	59,748	8,417	27,612	2,966
Copper ore:				
Gross weight.....tons.....	2,952			
Copper contents.....pounds..	1,404,953	238,386	287,889	84,550
Copper regulus:				
Gross weight.....tons.....	998		943	
Contents.....pounds.....	1,257,163	155,124	717,368	144,539
Glue.....do.....	571,667	41,578	782,754	75,980
Hair, animal.....do.....	179,589	23,008	100,196	11,290
Hides.....do.....	2,305,114	399,971	2,706,609	642,401
(pieces.....	32,788		42,664	
Honey.....pounds.....	11,547	734	617,674	59,006
Leather.....do.....	6,237	2,542	6,350	7,120
Lentils.....bushels.....	5,809	35,203	59,087	303,044
Medicinal herbs.....pounds.....			34,511	4,000
Mercury.....do.....	600	13,341		
Nitrate of soda.....do.....			28,072,446	571,334
Peas.....bushels.....	45,071	103,209	60,396	268,778
Quillay bark.....pounds.....	642,868	28,903	386,093	23,064
Silver:				
Bars.....do.....	14,459	126,306	48,820	180,165
Ore.....do.....			3,422,574	72,000
Skins:				
Goat.....pieces.....	55,446	15,944	2,814	4,250
Kid.....do.....	10,347	2,407	53,838	14,228
Sheep.....do.....	9,580	8,374	180,814	132,804
(pounds.....			59,614	
Tartar.....do.....	47,238	7,346	72,186	12,042
Tripe.....do.....			24,539	8,205
Walnuts.....do.....	546,050	60,632	2,137,872	227,257
Wool.....do.....	3,774,308	898,292	6,935,821	2,755,053
All other articles.....do.....		74,359		42,054
Total.....		14,038,664		29,648,441

The articles invoiced at the consular agency at Caldera for the United States increased from a value of \$1,379,088 for 1916 to \$3,038,666 for 1917. These shipments were made up principally of copper bars, with gold and silver, and copper matte, with gold and silver. The exports invoiced at the agency at Coquimbo increased from a value of \$1,869,984 for 1916 to \$3,678,439 for 1917, the principal item being copper matte. Shipments invoiced at the Talcahuano consular agency increased from a value of \$1,268,587 for 1916 to \$1,377,841 for 1917. The principal item invoiced at this agency was wool, amounting to 9,269 bales valued at \$937,806, compared with

4,256 bales valued at \$272,407 for 1916. Another important item was peas, amounting to 12,769 sacks, valued at \$141,757, against 4,900 sacks, valued at \$42,670, for 1916.

Exports from Other Districts in Chile.

The articles invoiced at the consulate at Antofagasta for the United States increased in value from \$43,506,802 for 1916 to \$78,443,861 for 1917. The principal items, with their quantity and value, are given below, according to figures transmitted by Consul Thomas W. Voetter:

Articles.	1916		1917	
	Pounds.	Value.	Pounds.	Value.
Antimony.....	10,208,548	\$853,408	4,607,540	\$581,748
Copper:				
Bars.....	34,585,791	9,421,697	74,279,333	22,265,186
Black.....			2,675,514	706,845
Concentrates.....			1,426,696	126,996
Matte.....	2,074,721	230,107	145,332	46,471
Ores.....	68,644,800	2,053,140	61,177,022	2,588,477
Plate.....			12,303,176	4,378,011
Hides.....	1,118,561	208,880	446,903	96,088
Iodine.....	1,026,966	2,964,001	94,222	216,806
Nitrate of soda.....	1,306,509,930	23,276,354	22,024,363	39,903,813
Potash salts.....			618,454	44,147
Silver ore.....	264,233	30,033	306,372	30,743
Silver-lead ores.....	10,967,374	701,225	15,126,916	766,336
Silver sulphide.....		133,276		263,896
Tin bars.....	67,100	25,233	89,735	47,010
Tin ores.....	5,671,538	1,020,846	18,545,146	6,227,365

The shipments of nitrate of soda as invoiced at the Antofagasta consulate for the Hawaiian Islands decreased from 41,420,020 pounds valued at \$762,637 for 1916 to 14,542,075 pounds valued at \$311,776 for 1917.

The returns of the consular agency at Iquique also show increased exports to the United States, being valued at \$41,742,884 for 1917 compared with \$23,626,847 for 1916. These totals were made up principally of nitrate of soda valued at \$40,864,837 compared with \$20,833,111 for 1916. Another important item was iodine, amounting to 331,168 pounds valued at \$749,935 compared with 1,053,675 pounds valued at \$2,544,029 for 1916.

The articles invoiced at the Punta Arenas consulate for the United States, according to figures transmitted by Consul John R. Bradley, increased in value from \$2,752,092 for 1916 to \$3,623,825 for 1917. These were made up principally of wool and sheepskins.

SPECIAL SAFE DEPOSIT SYSTEM IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland.]

The Post Office Department has arranged for a special safe-deposit system whereby the public can arrange for the deposit of sealed packages not exceeding 11 inches in length, containing valuable documents, such as wills, insurance policies, debentures, deeds, etc., in 25 of the principal post offices of the Dominion. The charge for this service varies from 5s. (\$1.22) to £1 (\$4.87) per annum according to the sizes of the packages deposited. Applications for the deposit of packets may be made at any money-order office in charge of a permanent official, when the packets will be forwarded to the offices prepared to accept safe-deposit packages.

OPERATING RESULTS OF BIRMINGHAM'S PUBLIC UTILITIES.

[Consul E. Haldeman Dennison, Birmingham, England, July 1.]

The various municipal departments of Birmingham have presented their annual reports for the year ending March 31, 1918, most of which show very satisfactory results.

The consumption of gas for the year under review was 12,006,700,000 cubic feet, an increase of $7\frac{1}{2}$ per cent over the preceding year and over 25 per cent compared with the year just preceding the war. The increase was principally due to gas used for manufacturing purposes. The result of the year's trading was a gross profit of \$8,566,860 and a net balance to the borough fund of \$149,678, compared with \$8,082,808 and \$129,687, respectively, in the preceding year. The net profits would have been considerably higher had it not been for increased wages, which amounted to \$579,114 more than the previous year.

Returns from Electric Lighting.

The electric supply committee reports that after providing all capital charges, which absorb \$836,863, and setting aside the net calculated profit on the plan supplied under agreement with the Ministry of Munitions, there remains a balance of \$315,169. Of this sum, the committee has carried \$192,227 to renewals and special-expenditure account, leaving a surplus of \$122,942, which it is proposed to pay to the credit of the borough rate. The quantity of electrical energy sold during the year was 160,275,400 units, the gross revenue arising therefrom being \$4,148,954, as compared with 149,724,637 units and \$3,493,325 in the previous year. The increase of 10,550,763 units was almost entirely confined to high-tension supplies, and works out at the rate of 7 per cent, and the increase of the gross revenue of \$655,628 is at the rate of 18.8 per cent. The costs of production show substantial increases under practically every head of expenditure.

Water Department Deficit.

The water rates and charges of the water committee show an increase of \$194,300, or 9.62 per cent. The total includes the increase yielded by the revised scale of charges for nine months, the amount of which is estimated at \$167,227. Excluding this amount from the total, and also the figures for the bulk supply to Coventry, the percentage of increase due to normal growth is 1.5 per cent, against a net increase of 2.13 per cent for the previous year. The revenue account shows a gross profit of \$1,458,324, an increase of \$73,084. The increase in the capital charge is \$91,772. The balance of the year's working shows a deficiency of \$291,176, as against \$272,490 in the preceding year. Adding to the balance brought forward, the total to be provided is \$299,527. There was received from the rates \$267,658, so that an adverse balance remains to be carried forward of \$31,869.

The Tramway System.

The report of the tramway department shows that after paying all operating expenses and interest and sinking-fund charges there remains a credit balance of \$494,918. Of this sum \$310,960 has been carried to the reserve fund, \$62,296 to the motor bus suspense account, and the surplus, \$121,662, to the credit of the borough fund. The

traffic receipts for the first time in the history of the undertaking has exceeded \$5,000,000. The number of passengers carried by the tramways was 198,402,908 and by the omnibuses 764,293. The receipts from the tramways amounted to \$4,790,032; from the omnibuses, \$276,461; and from special omnibuses for munition workers, \$102,722, making a total of \$5,169,215.

[Birmingham, July 3.]

Further Increase in Charges for Birmingham Gas and Electricity.

Owing to the latest increase in the price of coal, amounting to 2s. 6d. (\$0.60) per ton, both the gas and electrical departments of the Birmingham municipality have been obliged to again increase the charges for gas and electrical current. As regards gas, an increase of 8 cents per 1,000 cubic feet has been approved. The scale of prices for lighting and domestic purposes will now vary from 3s. (\$0.72) for quantities up to and including 100,000 cubic feet to 2s. 8d. (\$0.64) for quantities in excess of 2,000,000 cubic feet, while for manufacturing and motive power 2s. 9d. (\$0.66) will be charged for quantities up to and including 1,000,000 cubic feet and 2s. 8d. (\$0.64) for quantities in excess of this figure. All charges are subject to a discount of 5 per cent. The highest price adopted, namely, 3s. (\$0.72) per 1,000 cubic feet, is an increase of 56 per cent on the pre-war price, and the highest price charged since the year 1880.

Consumers of high-tension electrical energy are already supplied under an agreement which provides for the adjustment of charges arising from fluctuations in the price of coal. The same applies to the traction supply to the tramways department. With regard to low-tension consumers, the charges can be varied as occasion arises. For this class of consumer an advance of 5 per cent has been added to existing prices.

TRADE OF BRITISH INDIA FOR TWELVE MONTHS.

Preliminary figures published by the Indian Department of Statistics give the value of the sea-borne commerce of British India (exclusive of treasure and Government stores) for the fiscal year ending March 31, 1918, at \$1,209,522,894, compared with \$1,266,940,559 in 1916-17 and \$1,068,567,924 in 1915-16. These totals are made up of imports, exports, and reexports of private merchandise in the following amounts:

Year ending Mar. 31—	Imports.	Exports.		
		Foreign.	Indian.	Total.
1918.....	\$428,204,035	\$15,721,824	\$ 824,642,065	\$640,363,889
1917.....	485,420,367	25,088,928	756,431,264	781,520,192
1916.....	462,273,714	26,143,882	721,105,298	747,249,180

* Includes the value of wheat, tanned cow hides, etc., exported on Government account.

On merchandise account there was a balance of trade amounting to \$284,975,466 in favor of British India in 1917-18, against a favorable balance of \$296,099,825 in 1916-17 and \$212,159,854 in 1915-16.

RECORD TIN IMPORTS.

Statistics just compiled by the Bureau of Foreign and Domestic Commerce show that the fiscal year ending June 30 last, was a record one so far as our imports of tin are concerned. The total imports of metallic tin were 69,731 long tons as compared with 67,529 tons in the fiscal year 1916—the previous high-record year and 44,722 long tons in the fiscal year 1914—the last pre-war year. Interesting to note is the fact that while in 1914 our importations of tin from the United Kingdom and from the Straits Settlements formed 90 per cent of the total, in 1918 they amounted to only 55 per cent of the total. The loss was compensated for by heavier shipments from Bolivia, China, Australia, and the Dutch East Indies.

The growth of our infant tin-smelting industry is shown by the fact that approximately 13 per cent of our 1918 imports came to us in the form of ores, mostly from Bolivia. A comparison of the figures for the last six months of the fiscal year, as compared with the first six months, shows a surprising decrease in shipments from the United Kingdom and the Dutch East Indies, with increases from the Straits Settlements Hongkong, China, South America, and Australia. This shift is reflected in the June figures which show the United Kingdom in third place with the Straits Settlements and Hongkong leading in the order named, and Bolivia in fourth place.

MALAGA RED OXIDES.

[Consul Louis G. Dreyfus, jr., Malaga, Spain, June 20.]

One of the industries which has greatly developed in the Malaga consular district since the outbreak of the European war is that of manufacturing red oxide of iron for export. This product is used for making metal paint, especially for ship bottoms; it also serves extensively as a coloring material for paper, rubber, tiles, etc. In recent years the red oxide of iron has been substituted to a great extent for red lead, which is much more expensive; and, besides, injurious to the health of the users. The hematite ores are found in this consular district in the Province of Jaen, about 100 miles north-east of Malaga, and also at Salinas in the Province of Malaga.

Manufacturing Process.

A careful selection of the crude ore is required; and, although there are many different processes for its elaboration, the old-fashioned system of levigation appears to give the best results. The crude ore is thoroughly ground; the impurities in the ore are washed out as the ore runs through a series of tanks or basins, and only the very finest particles that remain in suspension in the water reach the last tank where they are allowed to settle. The water is slowly drained off the washed oxide, which is then passed through filters and placed in the sun for a day or two to dry. In order to complete the drying, artificial heat is resorted to. The resulting filter cake is then disintegrated, producing the impalpable powder of intense power for coloring—which is the levigated red oxide. The red oxide is usually packed in barrels containing about 300 kilos (660 pounds) net.

Some of the oxide shipped from Malaga is dry ground (i. e., milled exactly as it comes from the mine without any washing) or passed

through tube or ball mills. Although probably not as economical, the liquid process is said to give the best results.

There are three factories in Malaga and one in Jaen for the preparation of the oxides for export. This industry was founded in Malaga at about the beginning of the twentieth century. However, it was relatively unimportant until the outbreak of the European war, when exports from the islands of the Persian Gulf no longer could be made.

Exports to United States.

The exports from Malaga then increased considerably until about 5,655 tons of levigated oxide of iron were exported in 1916 and 6,055 tons in 1917. The reds exported from the Persian Gulf were in the crude state. Considerable crude ore is also exported from Malaga, but by far the largest part is shipped in the manufactured state to save shipping space. The following table of exports of red oxides, both crude and manufactured, to the United States, which has now become the principal consumer, indicates the rapid growth of the industry since 1901, when the first shipment was made:

Year.	Value.	Year.	Value.	Year.	Value.
1901.....	\$52	1907.....	\$1,967	1913.....	\$13,926
1902.....	1,445	1908.....	3,176	1914.....	10,256
1903.....	5,302	1909.....	5,166	1915.....	22,124
1904.....	3,181	1910.....	5,187	1916.....	70,724
1905.....	870	1911.....	6,155	1917.....	176,436
1906.....	2,342	1912.....	9,751		

Ferric-Oxide Content.

The analysis of the oxide, and more especially the ferric-oxide (Fe_2O_3) content, although insisted on by many buyers, would not appear to have any direct relation to the coloring power of the pigment. The Persian Gulf oxides (for instance), which have a more beautiful color and stronger staining power than Spanish oxides, are much lower in ferric-oxide content. The value of an analysis consists probably in the proof that the oxide has not been adulterated in the course of levigation. Also, the higher the percentage of iron the greater is the value of the oxide as a preservative against rust. The higher-grade Spanish oxides analyze from 85 to 90 per cent Fe_2O_3 , but some of equally strong sustaining power contain about 80 per cent.

[A list of manufacturers of levigated oxides in the Malaga consular district may be had, upon request, from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices.]

GOVERNMENT PUBLICATIONS FOR SALE.

The following were among the publications received in stock for sale by the superintendent of documents at Washington during the week ended July 27:

The Flash Point of Oils, Methods and Apparatus for Its Determination (Mines Bureau Technical Paper 49, reprint).—Covers flash point, the fire hazard, factors to be considered in determining the flash point, summary of results, etc. Price, 10 cents.

Interstate Commerce Decisions, bound volume No. 46. Price, \$1.50.

IMPORTANCE OF JAPANESE COPPER INDUSTRY.

[Consul Robert Frazer, jr., Kobe, June 15.]

The refining and manufacturing of copper forms the most important native metal industry in Japan, the exportation alone amounting to about 100,000,000 yen (\$49,800,000) per year. The classes of copper articles exported and imported for 1917 are given in the following table:

Articles.	Exports.	Imports.
Ingots and slabs.....	\$43,747,551	\$1,791,428
Plates and sheets.....	682,352	.....
Wire.....	2,189,152	.....
Insulated electric wire.....	1,559,457	25,454
Manufactures.....	118,579	.....
Waste or old.....	.....	126,566
Other.....	1,525,210	19,419
Total.....	49,822,301	1,972,867

The ingots and slabs are imported from Korea, which, while a part of the Japanese Empire, has a separate customs administration. The waste or old copper consists principally of copper coins imported from China. Submarine cables, chiefly imported from Great Britain, constitute the greatest part of the insulated electric wire imported. The remaining imports, therefore, classified under the heading of "other," do not amount to more than \$20,000 per year, and consist of small shipments of extra high grade wires, tubes, and miscellaneous articles. It can be readily seen that there is not a large market in Japan for American copper manufactures.

At present, owing to the decreased orders from Russia and the fact that the United States and many of the allied countries have set a price on copper below that at which the Japanese producers are willing or able to sell, there are large stocks of copper on hand. The present price in Japan is around 63 yen per 100 kin, which comes to about \$23.60 per 100 pounds.

NEW EDITION OF COAST PILOT VOLUME.

A new edition of the United States Coast Pilot, Atlantic Coast, Section B, for the coast and interior waters from Race Point, Cape Cod, to Sandy Hook, N. J., including Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Long Island Sound and tributaries, and New York Harbor and tributaries, has just been issued by the United States Coast and Geodetic Survey, Department of Commerce.

This volume, which replaces a part of Coast Pilot, Part III, and all of Coast Pilot, Part IV, has been revised and brought up to date from new data collected in 1917.

This volume is intended for the use of vessels of all classes, but its scope has been considerably extended by the introduction of information for the use of small craft and motor boats.

The price of the Coast Pilot is 50 cents, and it can be ordered direct from the Coast and Geodetic Survey, Washington, D. C., or from any of the agents of this bureau.

EXTRACTING KAURI GUM OIL IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 25.]

The process of extracting crude oil together with the by-products, acetic acid, ammonia, pitch, and gum spirit, from kauri peat gum swamps, is progressing in New Zealand, and according to reports there seems to be an almost unlimited source of supply, since it is reported one company has the rights covering 40,000 acres of these old swamp lands, and this is only a small portion of the total field.

It is stated the yield of crude oil ranges from 76 gallons per ton from the gum dirt to 168 gallons per ton from gummy timber. As yet no large quantities of the crude oil have been refined, and its actual commercial value has not been definitely established, but it is estimated that the business may become a profitable industry.

[A report on the extraction of kauri gum oil in New Zealand was published in *COMMERCE REPORTS* for Oct. 12, 1916.]

GRAIN STORAGE FACILITIES IN NEW SOUTH WALES.

[Consul General J. I. Brittain, Sydney, Australia, June 21.]

The construction of facilities for grain storage in New South Wales is progressing more rapidly than elsewhere in the Commonwealth. The wheat-storage committee last December authorized the acceptance of tenders for three groups of silos with a total capacity of 11,100,000 bushels, the contract price, including machinery, to be \$2,427,050. It is anticipated that the storage for at least 7,000,000 bushels will be ready for the next wheat harvest. It is now found necessary to extend the storage capacity provided in the contract for New South Wales silos to the extent of 2,100,000 bushels. This extension will cost about \$389,320 additional. There has already been let four terminal elevators at Glebe Island, with a capacity of 3,000,000 bushels.

DRIED MILK PRODUCTION IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 28.]

Great interest has been manifested of late in the dried-milk industry in New Zealand, and several plants have been established, with many more under construction. It is claimed that it is very much more profitable than either butter or cheese making, and that it will be possible to realize from 73 to 85 cents per pound for butter fat, or about double the price that has been paid here for the last two or three years. The dairy people of three factories south of Auckland have sent representatives to the United States to study conditions and arrange for the necessary machinery, with the result that the dairying interests here are becoming very enthusiastic over the matter.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Bldg.
NEW ORLEANS: 1920 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 98 Tuxedo Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
CHATTANOOGA: South American Agent, Southern Railway System.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery.....	27249	Perfumes and cosmetics.....	27253
Automobile parts and accessories.....	27250	Photographic supplies.....	27252
Boot and shoe materials.....	27256	Refrigeration plant.....	27248
Buttons.....	27255	Soft goods.....	27255
Cord for binders.....	27250	Technical appliances.....	27249
Footwear.....	27255	Textiles.....	27255
Hosiery.....	27253, 27255	Thread.....	27255

27248.*—The authorities of a State in Brazil wish to purchase a complete refrigeration plant for the conservation of cheese, butter, milk, eggs, fruits, vegetables, meat, fowls, hams, salt meat, tongues, etc., the building to be 10 by 45 meters. The estimated minimum requirements is 2,500 cubic meters, but the plan should be made for at least double that amount to take care of the increased business. Quotations should be made f. o. b. New York. Payment will be made by cash against bill of lading in New York.

27249.†—An agency is desired by a firm in Denmark for the sale of agricultural machinery, technical instruments, and electro-technical appliances. Quotations should be made f. o. b. New York. The firm has an agent in the United States with whom interested may correspond. The firm will furnish references if desired.

27250.*—A man in Spain desires to purchase and secure an agency for the sale of automobile parts and accessories. Correspondence should be in Spanish. References.

27251.*—An agricultural syndicate in France desires to purchase cord for binders. Samples should be submitted. Cash will be paid. Correspondence should be in French. References.

27252.*—An agency is desired by an American business man in New Zealand for the sale of photographic supplies, such as plates, paper, and chemicals. Quotations should be made f. o. b. steamer New York or San Francisco. Payment will be made by cash in advance or sight draft, bill of lading attached. Reference.

27253.*—A man in France desires to represent American manufacturers and exporters of cotton hosiery for women, perfumes, and cosmetics, all to be of very good quality. Has established business and publishes a trade journal dealing with women's furnishings, in which he states that he would be willing to advertise lines of American goods which he may represent. Correspondence should be in French. Reference.

27254.*—An agency is desired by a company in Spain for the sale of leather for book binding. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27255.†—A man in Australia desires to secure an agency for the sale of soft goods, especially linen and cotton piece goods, hosiery, buttons and footwear, sewing cotton, thread, and silk. Quotations may be made f. o. b. Pacific ports. Payment will be made by bank drafts drawn against purchaser. References.

27256.*—A man in Spain would like to secure an agency for the sale of all kinds of goods used in the manufacture of boots and shoes. Payment will be made upon receipt of goods. Correspondence should be in Spanish or French. References.

COMMERCE REPORTS



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DEPARTMENT OF COMMERCE

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No. 179 Washington, D. C., Thursday, August 1 1918

CONTENTS.

	Page.		Page.
Six months' export from Bradford to United States.....	417	Four months' exports of oil from Tampico district.....	422
Canadian freight rates increased.....	418	Imports by countries for fiscal year.....	423
Meeting of lobster fishermen of Yarmouth district.....	418	Rebuilding and extension of Halifax.....	423
Cocoa production in Ecuador.....	419	South African imports of lumber.....	424
Arrivals of coal at Hull from collieries.....	419	Coal mining in Venezuela.....	426
Siamese trade in electrical goods and apparatus.....	420	Uruguayan jerked-beef industry.....	426
Market for fire wood.....	420	Inspection of Japanese silk crepe.....	429
Misconception of the term "Australasia".....	421	Development of coal regions in the Philippines.....	430
Formation of an economic region of the French Alps.....	421	Three months' output of minerals in South Africa.....	431
		Purchase of Queensland's sugar crop.....	431
		Foreign trade opportunities.....	432

SIX MONTHS' EXPORTS FROM BRADFORD TO UNITED STATES.

[Consul Augustus E. Ingram, Bradford, England, July 11.]

The total value of the declared exports to the United States from the Bradford consular district in June, 1918, was \$737,091, against \$1,692,413 in June, 1917. A total cessation of the shipments of raw wool and a marked falling off in the exports of all manufactured goods, particularly cotton cloths, were the causes of this decline.

For the six months ended June 30, 1918, the exports to the United States from Bradford amounted to \$3,857,221, as compared with \$8,840,313 for the same period of 1917. The following table shows the values and quantities of the items for the two periods:

Articles.	Six months ending June 30—			
	1917		1918	
	Quantities.	Values.	Quantities.	Values.
Wool.....pounds.....	344,484	\$262,479		
Wool noils.....do.....	1,562,787	915,988	10,020	\$7,285
Wool wastes.....do.....	1,284,432	176,646	6,039	7,691
Wool yarn.....do.....	20,900	81,604	4,782	8,519
Worsted cloths.....square yards.....	168,531	102,747	87,060	40,064
Woolen cloths, fancy.....do.....	630,440	285,999	168,177	86,599
Woolen cloths, plain.....do.....	13,889	8,117	2,814	4,117
Wool coat linings.....do.....	1,081,720	310,781	671,805	234,961
Wool dress goods.....do.....	534,341	209,550	401,230	218,330
Wool carpets.....do.....	28,518	65,924	14,597	35,536
Mohair tops.....pounds.....	23,371	23,324		
Mohair yarn.....do.....	191,916	196,870	4,533	9,298
Mohair and alpaca cloth.....do.....	452,126	646,535	179,706	289,275
Spun silk yarn.....do.....	220,613	477,695	78,891	241,994
Silk plushes and velvets.....do.....	16,320	56,851	974	4,750
Cotton yarn.....do.....	179,343	140,473	71,960	102,365
Cotton cloths.....square yards.....	14,452,691	4,177,980	5,895,984	2,274,175
Sheepskins, pickled.....pounds.....	610,816	317,267	38,010	20,130
Leather.....do.....		118,487		23,605
Machinery, textile.....do.....		91,753		34,328

CANADIAN FREIGHT RATES INCREASED.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 22.]

The Canadian Railroad Board has granted Canadian railways permission to increase their commodity rates from Eastern Canada on transcontinental traffic on a par with the rates now in effect in the United States. The order states that whereas the westbound transcontinental freight rates on specific commodities from Eastern Canada to destinations in British Columbia, recognized as Pacific coast terminals, have been in the past and are now lower than the regular scale of rates under the Canadian freight classification, and the said commodity rates were definitely related to the rates on same or similar commodities shipped from the Eastern States of the Union to Pacific coast points, including those in British Columbia, until March 15, 1918, when the last-mentioned rates were increased without corresponding increases from Eastern Canada; and whereas, the Director General of the United States Railroad Administration has ordered the United States carriers to increase the rates which were in effect from the Eastern States immediately before June 25, 1918, by 25 per cent, effective from that date, and because of the competitive character of the traffic it is expedient to continue at least the equilibrium existing before March 15, 1918.

It is ordered that the railway companies in Canada engaged in the westbound transcontinental traffic are permitted to increase the present so-called commodity rates from Eastern Canada so as to place them on at least an equality with the rates now in effect in the United States, and that the rates so increased be permitted to become effective on August 1, 1918, upon not less than five days' notice to the railroad board and to the shipping public by filing and posting in the manner prescribed in the railway act.

MEETING OF LOBSTER FISHERMEN OF YARMOUTH DISTRICT.

[Consul John J. C. Watson, Yarmouth, Nova Scotia, Canada, July 19.]

Last April the Canadian Fisheries Department announced that no lobsters under 9 inches in length would be allowed to be caught in Nova Scotia waters west of Halifax after December 15, 1918, unless in the meantime cause could be shown why this regulation should be modified. Owing to protests against the proposed regulation, the department decided to call a conference of all those interested in the lobster industry on August 8, 1918, to be held at Halifax, Nova Scotia. Lobster fishing is one of the principal industries of this consular district, and naturally this announcement of the fisheries department aroused much interest here. A mass meeting of lobster fishermen and cannerymen was held at Yarmouth on July 16, 1918, for the purpose of appointing delegates to the Halifax conference and to decide what stand they should take on this question. After a lengthy discussion, it was resolved to ask the department for a continuation of the present season (which is December 15 to May 31, inclusive) with permission to catch all sizes of lobsters, or if the department would not agree to this, that the season be from March 1 to June 15, inclusive.

Protect Your Soldiers with Your Savings.

COCOA PRODUCTION IN ECUADOR.

[Consul Henry D. Baker, Trinidad, British West Indies, July 11.]

Mr. J. B. Rorer, formerly connected with the Department of Agriculture at Washington, and now mycologist of the board of agriculture in Trinidad, has returned here from a visit to Ecuador, where his services as an expert in cocoa diseases had been temporarily arranged for by courtesy of the Government of Trinidad.

Mr. Rorer, in a current bulletin of the department of agriculture of Trinidad, explains as follows the production of cocoa in Ecuador, where his inspection of the cocoa estates began in December, 1917:

All the estates in Ecuador are very large, some having as many as 3,000,000 trees, while the smallest have at least 250,000 to 350,000. There are no peasant proprietors owning small plantations. In the coast region, where the cocoa is grown, all the land is in the hands of very rich persons.

Very little has ever been done in the way of cultivation. In fact, many of the estates are planted through the forests. In other places no shade whatever is used. The trees are planted very close, the distance varying from 6 to 9 feet. The soil is very rich and the trees make a very vigorous growth. No lateral branches are allowed to develop until a height of about 20 feet is reached, and in many places from 3 to 10 suckers are allowed to grow up with the main tree. Naturally the estates are very dark and no brushing is necessary; in fact, it is impossible for anything to grow in the dense shade under the cocoa trees. When the trees get old, the tall slender stem can not support the weight of the crown of leaves and begins to bend. Eventually all the trees become interlaced overhead. The yield per tree on good estates I was told was about 1 pound of dry cocoa.

The greater part of the cocoa cultivation of Ecuador is quite free from disease; however, in districts along the foothills of the Andes, where the climate is very damp, two fungous diseases have crept in and are now doing a great amount of damage, in some places destroying as much as 95 per cent of the crop every year. These two diseases are quite new and have never been recorded from any other cocoa-growing country. One is a disease of the fruit alone, while the other attacks both fruit and tree, but does the greater damage to the latter, causing a canker somewhat similar to that which we have in Trinidad. This disease is very serious on what we call Venezuelan cocoa of Ecuador, but which is nothing more or less than the ordinary Trinidad forastero, which was introduced into Ecuador some little time ago. This variety is a much more delicate tree than the so-called nacional which is almost universally grown through Ecuador. Many persons, however, are planting the Venezuelan variety because it bears more heavily, but if they are to succeed the entire system of planting will have to be changed.

As I said, very little has been done in the way of cultivation, partly because it has been possible to grow cocoa without any care, and partly because of the very heavy export tax put on cocoa by the Government—this tax amounts to something over \$3 per 100 pounds.

Cocoa is not fermented at all but is spread out on dry floors as soon as it is brought from the field. Each night, however, it is swept into piles and covered, when, of course, a certain amount of fermentation does take place. The best grade of Ecuadorean cocoa is a very pretty product, the beans being a very light golden yellow in color and of a fairly large size. The methods of drying are rather primitive.

ARRIVALS OF COAL AT HULL FROM COLLIERIES.

[Consul Homer M. Byington, Hull, England, July 11.]

According to the official returns the arrivals of coal at Hull from the collieries for the half year ended June 30, 1918, totaled 1,264,627 tons, as compared with 1,432,841 tons for the corresponding six months of 1917, a decrease of 168,214 tons.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

SIAMESE TRADE IN ELECTRICAL GOODS AND APPARATUS.

[Vice Consul Carl C. Hansen, Bangkok.]

The average yearly value of the imports of electrical supplies into Siam during the 10 fiscal years ended March 31, 1918, was \$234,370. During these years the highest import value was reached in the fiscal year 1913-14, with a total of \$415,851 worth of electrical goods and apparatus, but for the two years following the imports declined to \$174,982 and \$152,050 worth in 1914-15 and 1915-16, respectively. However, in 1916-17 a decided advance was recorded, the totals amounting to \$316,348. In volume the electrical goods imports were given by the Bangkok customs as amounting to 1,221,449 kilos in 1913-14, 307,284 kilos in 1914-15, 367,057 kilos in 1915-16, and 409,288 kilos in 1916-17.

Origin of the Imports.

The comparative declared values of the imports of electrical goods into Siam from the leading foreign countries for the six fiscal years ended March 31, 1917, in ticals (1 tical equals about 37 gold cents), are shown in the following table:

Imported from—	1911-12	1912-13	1913-14	1914-15	1915-16	1916-17
	<i>Ticals.</i>	<i>Ticals.</i>	<i>Ticals.</i>	<i>Ticals.</i>	<i>Ticals.</i>	<i>Ticals.</i>
United States.....	100,756	26,611	154,921	93,883	126,895	174,572
Austria-Hungary.....	3,020	225	4,684	10,957	53	.....
Belgium.....	2,584	158	1,206	78	.....	.....
Denmark.....	283	1,410	26,607	3,813	24,673	10,739
France.....	3,538	2,376	24,685	5,953	4,946	4,784
Germany.....	407,438	411,844	574,867	167,407	4,926	.....
Holland.....	9,919	1,563	805	7,166	21,090	51,062
Hongkong.....	10,643	.....	29	.....	.....	3,166
Italy.....	7,064	14,045	12,343	8,711	28,463	29,711
Japan.....	6,290	2,517	972	99,979	26,555	263,394
Singapore.....	14,824	2,410	23,903	12,221	5,149	15,838
Sweden.....	13,700	5,623	1,943	8,267	24,917	30,680
Switzerland.....	.....	101	15	.....	.....	4,710
United Kingdom.....	314,732	136,431	296,899	111,716	140,270	266,547

As shown by the foregoing figures, the trade of the United States in electrical goods with Siam made fair progress during the six years under review, while the advance made by Japan in the same period was most striking. Holland, Denmark, and Sweden also made considerable gains in these imports, to which Germany formerly was the heaviest contributor.

As no electrical apparatus or goods of any kind are manufactured in Siam, there is naturally a demand for all classes of such goods, with the additions of specialties needed for a tropical country. The import duty on electrical goods and apparatus of all kinds is 3 per cent ad valorem.

MARKET FOR FIRE WOOD.

[Consul Thomas D. Edwards, Cornwall, Ontario, Canada, July 15.]

Cord wood sold at \$12 to \$15 per cord during the past winter, and indications are that prices will be higher the coming season. Wood may be imported into Canada, free of duty, except the war tax of 7½ per cent of the cost. Farmers of northern New York and New England might find a ready market across the border for their surplus scrub timber.

MISCONCEPTION OF THE TERM "AUSTRALASIA."

[Consul General Alfred A. Winslow, Auckland, New Zealand, June 27.]

There is given below a copy of a communication received from the 'Auckland Motor Traders' Industrial Union of Employers in this city, which calls attention to the misconception of the term "Australasia" as applied to this part of the world so far as business matters are concerned. It is important that American manufacturers and exporters should differentiate between New Zealand and Australia as separate countries, and Australasia in general, so that agencies for different lines may be placed in the different countries instead of for all of Australasia.

The general agency for Australasia works to the detriment of American trade, for it is in many cases practically as difficult to communicate with Australia as it is with San Francisco, and then the New Zealand importer resents the idea that this country is to be tacked onto Australia and not considered of sufficient importance to carry a separate agency, when the import business of New Zealand per capita is equal to or greater than that of Australia.

The communication from the Auckland Motor Traders' Industrial Union of Employers follows:

At the annual general meeting of the above union particular mention was made of the fact that the name "Australasia" proved conflicting in the minds of overseas exporting houses and in many instances resulted in agencies being placed with Australian firms for the whole of Australasia, whereas had there been no such comprehensive name the Australian and New Zealand agencies would have been placed separately, which arrangement would, of course, be to the considerable advantage of New Zealanders.

On the motion of Dr. J. W. Andrew, seconded by Mr. W. J. Cousins, it was resolved to write and place the matter before your good self with the suggestion that steps be taken to distinguish between New Zealand and Australia in order that the two countries for the future be named only and always separately.

My union would respectfully suggest in any event that representations be made to the central trade organizations and Government bureau in all exporting countries for special note to be made of the fact that New Zealand and Australia are separate countries, and it is not in the interests of either for the control of agencies covering both territories to be placed with a firm doing business in only one.

FORMATION OF AN ECONOMIC REGION OF THE FRENCH ALPS.

[Consul Thomas D. Davis, Grenoble, June 29.]

In COMMERCE REPORTS for January 3, 1918, attention was called to the proposed formation of an economic region of the French Alps, having its center at Grenoble. Under authority given by the "Association Nationale d'Expansion Economique" of Paris, at a recent meeting of the Grenoble Chamber of Commerce, which was largely attended by the manufacturers of the region, the final steps were taken in the realization of this proposition, by the formation of a committee under the name of the "Comité Régional des Alpes Françaises." This committee, which is a branch of the National association above referred to, is now functioning, and has jurisdiction over the Departments of the Isère, the Savoie, the Haute Savoie, and the Hautes Alpes. As constituted at present this economic region coincides in territorial extent with the Grenoble consular district, except that the Department of the Drôme is not included. It is hoped locally that it will ultimately be extended to embrace the Departments of the Basses Alpes and the Alpes Maritimes.

FOUR MONTHS' EXPORTS OF OIL FROM TAMPICO DISTRICT.

[Consul Claude I. Dawson, Tampico, Mexico, July 17.]

Declared exports of crude oil and petroleum products from the Tampico district to the United States for the months of March, April, May, and June, 1918, were as follows (barrels of 42 gallons):

From—	March.	April.	May.	June.	Total.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
Tampico.....	1,745,488	2,138,905	2,257,377	2,070,900	8,212,670
Tuxpam.....	637,109	1,246,058	941,312	638,004	3,462,483
Total.....	2,382,597	3,384,963	3,198,689	2,708,904	11,655,153

Shipments to points other than the United States for the same period were reported as follows:

From—	March.	April.	May.	June.	Total.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
Tampico.....	492,756	565,118	495,470	449,617	2,002,961
Tuxpam.....	555,214	656,615	767,487	502,916	2,482,232
Total.....	1,047,970	1,221,733	1,262,957	952,533	4,485,193

Tampico shipments included refined products as follows:

Refined products.	March.	April.	May.	June.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
Reduced crude.....	457,000	864,000	726,840	572,500
Distillate.....	103,000	159,000	163,000	141,000
Topped crude.....	42,000	21,000	105,000	147,500
Naphtha.....		98,756		126,670
Gasoline.....			53	
Kerosene.....				36,071

Destination of Oil Shipments.

Distribution of oil shipments by destination during the period specified was as follows:

Destination.	March.	April.	May.	June.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
FROM TAMPICO TO—				
United States.....	1,745,488	2,138,905	2,257,377	2,070,900
Porto Rico.....	50,000		49,000	
Panama.....	39,241	158,000	81,772	40,658
Cuba.....	43,242	59,979	62,214	63,859
Honduras.....		24,779		24,642
England.....	50,643	202,278		182,168
Costa Rica.....	31,846			
Guatemala.....	32,296		33,072	
Chile.....	245,488	120,082	260,735	123,123
Mexico.....			8,677	15,257
Total.....	2,238,244	2,704,023	2,782,847	2,520,617
FROM TUXPAM TO—				
United States.....	637,109	1,246,058	941,312	638,004
Canada.....	57,785	57,466	42,749	
Chile.....	119,405	239,056	248,867	51,002
Mexico.....	378,024	360,093	455,871	451,914
Total.....	1,192,323	1,902,673	1,688,799	1,140,920

IMPORTS BY COUNTRIES FOR FISCAL YEAR.

Total values of merchandise imported from each of the principal countries during June and the 12 months ended June, 1918, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce of the Department of Commerce, as follows:

Grand divisions and countries.	Month of June—		12 months ended with June—	
	1918	1917	1918	1917
IMPORTS FROM—				
Grand divisions:				
Europe.....	\$30,481,505	\$61,381,254	\$411,578,494	\$610,470,670
North America.....	88,043,339	87,132,223	918,488,601	764,112,537
South America.....	42,835,301	63,064,705	567,276,702	542,212,820
Asia.....	72,971,531	78,840,321	826,597,642	615,217,463
Oceania.....	15,395,632	7,920,457	146,235,707	65,324,379
Africa.....	10,562,763	8,283,979	75,911,957	60,013,316
Total.....	260,350,071	306,622,839	2,946,050,103	2,659,355,185
Principal countries:				
Austria-Hungary.....		16,994	12,766	225,452
Belgium.....		2,254	59,053	1,029,261
France.....	5,799,606	10,099,879	76,638,078	108,069,706
Germany.....	9,392	3,206	30,64,091	1,524,693
Italy.....	1,984,035	4,730,649	30,014,349	46,374,368
Netherlands.....	973,765	2,551,534	16,396,633	31,842,144
Norway.....	254,077	438,021	3,235,620	7,108,311
Russia in Europe.....	375,026	196,604	15,146,326	5,446,065
Spain.....	1,658,726	3,355,489	24,755,465	36,862,571
Sweden.....	1,391,513	2,092,899	10,626,354	23,642,433
Switzerland.....	1,723,130	2,436,191	18,862,980	20,232,954
United Kingdom.....	13,512,048	33,651,272	190,082,456	307,674,853
Canada.....	37,964,338	40,375,518	434,254,667	320,949,492
Mexico.....	12,199,826	11,195,827	149,801,097	112,138,677
Cuba.....	30,154,518	29,109,412	204,624,006	233,395,410
Argentina.....	12,102,468	14,146,933	195,693,348	152,612,411
Brazil.....	13,137,244	10,995,604	143,511,551	151,638,245
Chile.....	11,542,625	21,806,781	141,075,704	113,789,139
China.....	12,644,334	13,155,491	116,644,081	105,065,531
British East Indies.....	22,801,108	28,927,380	206,606,132	217,610,053
Japan.....	28,098,306	17,301,355	284,945,339	208,127,478
Australia and New Zealand.....	10,645,561	2,089,447	61,308,303	18,874,571
Philippine Islands.....	4,090,740	5,477,015	78,101,412	42,436,247
Egypt.....	5,781,073	4,158,971	20,907,658	29,728,445

REBUILDING AND EXTENSION OF HALIFAX.

[Consul General Evan E. Young, Halifax, Nova Scotia, Canada, July 22.]

The rebuilding and extension of the city of Halifax since the explosion of last December is now progressing at a noticeable rate. Building permits to the value of \$100,000 were issued during the first half of this month, which is nearly 100 per cent above the amount for the corresponding period last year.

The completeness of the obliteration of that part of the city worst affected by the explosion makes simpler its replanning on modern lines. Gottingen Street and other main arteries of traffic will be widened to 80 feet instead of 60 feet and some of the side streets will be narrowed to 40 feet. A park will be laid out, and the new buildings will be of a better type. Hydrostone will be used in the construction of many houses.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

SOUTH AFRICAN IMPORTS OF LUMBER.

[Consul General George H. Murphy, Cape Town.]

There is given below the quantity and value of the imports of lumber into South Africa during the past two years and the principal countries of origin :

Number and country of origin.	1916		1917	
	Cubic feet.	Value.	Cubic feet.	Value.
Hickory:				
Australia.....	6,516	\$4,482	1,011	\$715
United States.....	4,833	5,562	1,242	1,513
Total.....	11,343	10,044	2,253	2,228
Oak:				
Japan.....	49,665	45,759	122,832	106,781
United States.....	121,255	109,835	34,523	25,880
Other countries.....	27,523	19,213	373	141
Total.....	198,443	174,807	157,728	132,802
Pine:				
Canada.....	603,302	109,365	794,758	181,391
Norway.....	418,888	188,273	471,677	278,088
Russia.....	676,150	213,196	70,464	28,790
Sweden.....	2,452,992	1,297,891	1,623,700	1,128,945
United States.....	979,756	257,350	1,253,913	389,447
Total.....	5,159,427	2,066,075	4,234,088	2,009,659
Poplar:				
United States.....	48,171	137,930	21,952	16,892
Other countries.....	2,493	1,757	1,074	472
Total.....	50,664	39,687	23,026	17,364
Walnut:				
United States.....	32,891	23,668	22,041	16,766
Other countries.....	772	2,010	667	1,105
Total.....	33,663	30,678	23,068	17,871
All other lumber except teak, mahogany, and jarrah:				
Canada.....	277,892	80,599	267,218	81,937
Australia.....	52,070	35,993	10,097	6,857
United States.....	54,969	36,261	105,976	38,343
Other countries.....	11,869	9,976	4,980	3,699
Total.....	396,800	162,829	388,271	130,836
Flooring and ceiling:				
Canada.....	22,241	8,009	17,015	9,476
Norway.....	571,407	320,877	320,347	265,463
Sweden.....	587,525	328,484	587,744	431,250
United States.....	9,179	4,662	1,466	642
Other countries.....	2,262	1,139	221	229
Total.....	1,192,614	663,771	906,801	707,009
Other lumber, planed and grooved:				
Canada.....	51,108	28,731	27,480	16,779
United States.....	43,270	27,520	26,517	17,676
Other countries.....	14,490	4,930	1,641	813
Total.....	108,868	61,181	55,638	35,259

[A list of lumber importers and dealers in Cape Town can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103979.]

Approval has been granted by the Capetown City Council for the erection of factories for the manufacture of the following products: Glue; starch, glucose, and dextrin; margarin; fat reduction; and fertilizer mixing.

COAL MINING IN VENEZUELA.

[Consul Frank Anderson Henry, Puerto Cabello, June 15.]

The only coal mines in the Puerto Cabello consular district that are being actively worked are located near Coro, in the State of Falcon. During 1917 these mines produced 4,716 tons (of 2,204.6 pounds) of the 20,164 tons produced for the whole country. The principal coal mines in Venezuela are situated near Guanta, and recent press reports indicate that production there has recently been increased to 70 tons per day. As imports of coal in 1916 amounted to 20,600 tons, of which 9,100 tons were brought to this port, it is evident that local production will have to be very considerably increased before dependence on imported supplies will cease.

The Coro mines are owned by the Venezuelan Government and operated through an administrator, who also holds the same position for the Government-owned railway from Coro to its port, La Vela de Coro, about 9 miles distant. In his report for 1917 to the Minister of Fomento, the administrator called attention to the following conditions affecting the operation of mines. The methods of working are primitive in the extreme. Pick and shovel are the only implements used in mining. Lack of a suitable pump often results in the flooding of the mine and consequent suspension of work. Transportation conditions are equally primitive, and the necessity of hauling the coal several miles in small carts adds greatly to its cost. The extension of the La Vela-Coro Railroad a few miles to the mines would be the best solution of the transportation problem, but short of this the administrator has recommended the purchase of three motor trucks for this purpose. There are no deposits for the coal either in La Vela or Coro, nor is there any machinery for handling it at the water front. Only sailing lighters are used for loading vessels, and the charges, \$0.77 per ton, add considerably to the cost of the fuel placed on board.

Price of Local Coal.

The quality of the coal mined is said to be improving as the exploitation of the mine advances, and there is a good demand for all that can be produced. It is sold to the Government departments at \$4.63 per ton and to private individuals at \$7.72. During 1917, 4,716 tons were extracted, the minimum production having been 126 tons in July and the maximum 645 in September. During the year the cost of operations amounted to \$25,760 and the receipts to \$45,414. At the beginning of 1917 there was a stock of 4,358 tons on hand, which was reduced to 60 tons at the end of the year. The sales during the last three years have been as follows: 1915, 2,604 tons; 1916, 3,637 tons; and 1917, 9,014 tons.

Due to the great demand for coal in Venezuela at present, owing to the cost and difficulties in importing from Great Britain and the United States, there is every reason to expect an increased output during the current year, although the same general methods of exploitation as formerly are likely to be followed.

A company has been organized at Horle in the district of Jönköping, Sweden, to manufacture wire gauze and nails.

URUGUAYAN JERKED-BEEF INDUSTRY.

[Consul William Dawson, Montevideo, May 31.]

The Uruguayan jerked-beef industry has declined steadily since 1900. The following figures show the number of cattle slaughtered in Uruguay for the preparation of jerked beef: Average for 5 years, 1891-1895, 561,400; 1896-1900, 572,960; 1901-1905, 548,060; 1906-1910, 537,593; 1911, 446,600; 1912, 435,600; 1913, 253,600; 1914, 110,086; 1915, 60,500; 1916, 61,400. In view of the difficult situation of the industry a law was passed in January, 1916, abolishing as from January 1, 1916, the export duty of 40 centesimos (41 cents) per 100 kilos (220 pounds), as well as all surtaxes on jerked beef. Establishments engaged exclusively in the preparation of jerked beef were at the same time exempted from license and real property taxes.

The decline of the Uruguayan jerked-beef industry is due chiefly to two causes, i. e., the development of the Brazilian industry and the rapid progress of the packing industry in Uruguay. Brazil used to offer an important market for the so-called "manta" (side) cuts of the Uruguayan salting plants, while the "postas" or leg cuts were sent to Cuba, which does not, I am informed, take "mantas." The growth of the Brazilian industry and the establishment of a heavy import duty in Brazil deprived the Uruguayan salting plants of an important market. In addition to this, the introduction of the packing industry in Uruguay drove the price of cattle up to a point that proved prohibitive for many plants turning out jerked beef. The average price obtained per head of neat cattle on the Montevideo market rose as follows: 1910, \$18.17; 1911, \$18.74; 1912, \$23.02; 1913, \$41.96; 1914, \$47.93; 1915, \$49.14.

Competition of Pork in Cuban Market—Few Uruguayan Salting Plants Operating.

It appears likely, from the information submitted to the Habana representative of the Food Administration, that the difficult situation just described for Uruguayan salters must have more or less coincided with the period in which cheap salt pork from the United States was making inroads upon the Cuban market for their products.

Such being the case, it is not surprising that the Uruguayan jerked-beef industry has dwindled to the point where it is represented, with a possible few very minor exceptions, by four firms. The operations of these concerns have been irregular in recent years and two of them are doing little killing at present. The other two are helping out their jerked-beef business by canning the cuts that can not be profitably used for salting ("manta" cuts, which Cuba does not take). A large packing plant at Montevideo has likewise temporarily combined salting with canning, using about 50 per cent of the animal for each purpose.

There are in Uruguay a number of salting plants that have been idle for some time; others have been taken over by the large packers and have been or are being converted into packing houses.

Importance of Brazil as a Source of Supply.

It must be remembered that at present a large proportion of the export trade of the Brazilian State of Rio Grande do Sul passes through Montevideo, this being under present conditions the logical shipping point for Rio Grande meats, hides, and wool. Much, if not

most, of the jerked beef shipped from Montevideo to Cuba comes originally from Brazilian salting plants.

The following figures show killings during the period from October 1 to April 30 for the past four years in the following regions: Entre Rios (Argentine plants on Uruguay and Parana Rivers); Uruguay River (Uruguayan side); Montevideo (not including Uruguayan, Swift and Morris packing houses); frontier district (Brazil); Rio Grande district (Brazil).

Regions.	1915	1916	1917	1918
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
Entre Rios.....	99,700	91,300	109,000	129,100
Uruguay River.....	36,100	41,500	53,700	63,600
Montevideo.....	26,800	17,000	25,200	63,900
Frontier.....	56,400	99,900	96,500	114,600
Rio Grande.....	161,000	247,000	177,000	142,500
Total.....	380,000	496,500	466,400	503,700
For extract and canning.....	124,700	123,300	183,500	289,900
For jerked beef.....	255,300	373,200	282,900	213,800

During the same period of 1916-17 and 1917-18 Montevideo packing houses killed 238,280 and 341,000 head of cattle, respectively.

Small Killings in Uruguay for Jerked Beef.

It will be noticed that salting plant killings at Montevideo and on the Uruguay River (Uruguayan side) were 53,900 and 63,600 head, respectively, from October 1, 1917, to April 30, 1918. However, 27,500 head of cattle included in the Montevideo figures were killed for canning, while the river figures include 51,000 head killed at an extract of beef plant at Fray Bentos. This leaves but 39,000 head of cattle killed in Uruguay for jerked beef during the seven months in question. Of the killings accredited to Entre Rios practically all are for the manufacture of canned meat and extract, so that over four-fifths of the output of jerked beef is seen to come from Brazil.

In spite of the Government's desire to assist jerked-beef plants, it appears doubtful if the industry will again become prominent in Uruguay. The demand for jerked beef is confined to a few markets and, as long as the world demand for frozen beef remains active, packing houses will presumably continue to offer prices for cattle which are little short of prohibitive for salting plants. Indeed, it seems not unlikely that the erection of packing houses in the Brazilian State of Rio Grande do Sul will be followed by an increase in the price of cattle and a falling off in the output of jerked beef in that district. The decrease of 49,100 head killed for jerked beef revealed by the figures quoted above for the seven months from October 1, 1917, to April 30, 1918, together with the fact that close to 90 per cent of killings on the frontier during the period are credited to two large plants at Rosario and Santa Anna, seem to point to the existence of such a tendency. (The above plants are, however, at present killing for jerked beef in addition to canned meats.)

Obstacles in Way of Increased Activity at Present.

While the outlook for the jerked-beef industry is not bright, this does not, of course, necessarily imply that it is not at present possible to stimulate the output with a view to increase exports. Exist-

ing plants are able to increase their production and there are numerous idle establishments that could resume operations were conditions favorable.

The most serious obstacles to an immediate increase in production appear to be the high price of cattle, lack of shipping and exorbitant freights, and unfavorable exchange, the combined action of which would seem to make the price to the consumer little short of prohibitive.

Largely as a result of the increase in the price of cattle, the price of jerked beef at Montevideo has risen from 34 pesos (\$35.16) per 100 kilos (220 pounds) in October, 1917, to 44.50 pesos (\$46.01) at present. (The average price of cattle purchased at Montevideo salting plants, as distinguished from packing houses, was \$51.11 in October, 1917, and \$55.48 in March, 1918.) At the same time the lack of shipping space, which has been very pronounced during the last few months, has brought the freight rate on jerked beef from Montevideo to Habana from \$38 per ton in October, 1917, to \$95 in May, 1918. Exchange in October was around 92, whereas it is now around 77.

The foregoing figures, which refer to shipments actually made, reveal a condition of affairs distinctly unfavorable to an increase in exports to Cuba, and the fact that the Cuban market can still absorb jerked beef at such prices can be explained only by the scarcity and high price of American pork products.

Lack of Shipping Facilities the Principal Difficulty.

The price of jerked beef at Montevideo is determined at present chiefly by the cost of buying cattle in competition with packing houses. This obstacle to an expansion of exports can, of course, be overcome so long as the Cuban market is ready to pay the price. As respects exchange, it seems likely that this question will be adjusted. There remains what is undoubtedly the most serious difficulty of all, namely, the lack of space and excessive freight rates. In case exports of jerked beef to Cuba are to be stimulated, something must be done to provide more space and at lower rates. The putting into commission of German ships requisitioned at Montevideo may help in a measure to relieve the shortage, but many more bottoms are required and can be furnished, it would seem, only by the United States and possibly Cuba.

Information was received here some two months ago to the effect that a direct line of steamers, called the Cuban Transatlantic, would shortly be inaugurated between Habana and Montevideo. This would be most satisfactory, inasmuch as for some months all shipments from this port to Habana by steamer have had to go via New York, thus considerably increasing the cost of the merchandise.

Recapitulation of Present Situation.

To sum up, the decline of the Uruguayan jerked beef industry has been due to (1) the rising price of cattle following the introduction of the packing industry, and (2) the impossibility of marketing "manta" cuts (which Cuba does not take), owing to the heavy Brazilian import duty. However, in addition to Uruguayan jerked beef, considerable quantities of the Brazilian product are available for exportation via Montevideo. Present obstacles to increased exports of jerked beef to Cuba are (1) unfavorable exchange, (2),

lack of shipping facilities and high freights, and possibly (3) decreasing production of the product. The paramount need of the trade in question is reasonably cheap and abundant shipping. Jerked beef is at present available here for shipment, if facilities can be obtained. Cheaper freight would, of course, increase the Cuban demand and doubt is expressed in some quarters if the present output of the industry could satisfy a very active market. However, the very lack of shipping facilities (for beef and hides) is no doubt tending to accentuate the decline of the industry. Were an active trade with Cuba possible there is but little doubt that much larger quantities of jerked beef (postas) could and would be turned out, especially in view of the fact that under present circumstances the "manta" cuts can be profitably disposed of for canning. Of course the prevailing demand for strictly packing-house products will tend to oppose any marked revival of the jerked beef industry. However, shipping is none too plentiful for packing-house products, and it seems on the whole highly probable that favorable shipping and exchange conditions would lead automatically to an increased output and exportation of jerked beef, neither of which can, however, be anticipated under the conditions which exist at present.

Shipments Since Beginning of January—Quantity Available.

The normal Cuban demand for jerked beef is estimated here at 3,000,000 pounds a month. Since January 1, 1918, the following shipments are said to have been made from Montevideo to Habana: January 16, 8,212 bales, via New York (the bale contains 60 kilos or 132 pounds); February 3, 7,603 bales, via New York; March 23, 8,331 bales, via New York; March 30, 1,888 bales (direct); April 4, 15,665 bales, via New York; April 26, 6,339 bales (direct); May 11, 11,734 bales, via New York.

It is estimated that within one month from 35,000 to 40,000 bales could be made ready for shipment. Most of this beef is at present in the salting plants (chiefly in Brazil), where the process of preparation is not being pushed, owing to the uncertainty as to shipping space.

INSPECTION OF JAPANESE SILK CRÊPE.

[Consul General George H. Seidmore, Yokohama.]

The Japan Gazette says that the Department of Agriculture and Commerce has announced that from July 1 official inspection will be enforced on silk crêpe and "kabe" crêpe for export purposes with a view to developing the export trade in this particular line. In this connection the authorities explain that since the outbreak of the war the shipments abroad of crêpe and "kabe" crêpe have shown considerable increase. Before the war the shipments did not exceed in value 800,000 yen (\$398,400) per year, but the shipments last year amounted to 5,000,000 yen (\$2,490,000). The export trade in this line was started some 10 years ago. Upon the conclusion of the war the trade may decline, and this is the reason why the authorities have decided to enforce inspection on the exporters.

If you buy War-Savings Stamps, you also help your country.

DEVELOPMENT OF COAL REGIONS IN THE PHILIPPINES.

[J. F. Boomer, correspondent, Manila.]

Mr. C. H. French, the new manager of the National Coal Co., has just returned from a tour of inspection of the company's property near Zamboanga and gives a favorable report. The company is not yet turning out any coal, but has finished the preliminary survey of the field and expects to be prepared in six months to put out coal in a small way pending the adequate development of the project. The preliminary output will probably not exceed 100 tons per day.

The Sibuguey Peninsula, on which the National Coal Co.'s fields are located, contains approximately 100 square miles, all of which appears to be well underlaid with coal. The company is devoting its attention at present to an area about 10 miles square, which is especially rich in deposits. Of this tract some 4 square miles are fairly well located for immediate development work. This portion of the tract lies near the small Sibuguey River that is navigable eight or nine months of the year and will supply transportation facilities to Taba Bay pending the construction of the necessary railroads.

Output Supplies Local Needs—Extensive Deposit of Anthracite.

It is the intention of the company's management to open up this tract provisionally and to get out as much coal as possible for immediate local needs while the more systematic development work is going forward. Under the present transportation conditions it will be impossible for some time to get the necessary trackage and rolling stock for the railways, and the same will be true of much other modern machinery required. Meanwhile, however, a considerable amount of coal may be taken out near the river and transported to ocean-going ships.

The preliminary survey of this field shows the presence of considerable anthracite on the northern end of the coal-bearing tract. One vein of this, 13 feet thick, has been uncovered sufficiently to show an extensive deposit. No attempt will be made to exploit the anthracite at present, as the islands are not prepared to use this class of fuel.

Near the middle of the tract a 6-foot vein of very good bituminous coal has been found. Tests have shown the product of this vein to be good coking coal, considerably above the standard required of Japanese coal in this market. Another vein of noncoking coal has been located and explored to a considerable extent. The coal from this is of good quality and compares very favorably with the Japanese product consumed in the islands.

Activities of Smaller Companies.

Two private operators are turning out coal on the island of Cebu. The Uling Co., whose mine is situated south of the city of Cebu, and the Banao Co., whose plant is to the north of Cebu, claim to be turning out about 30 tons each per day. Their average output is probably considerably less than this amount at present. Their product is said to be of good quality, and they have no difficulty in selling all they can produce. The deposits at these places are said to be ex-

tensive. No data are available on which full reliance may be placed, as no official surveys have been made.

On the island of Batan (not to be confused with the Province of Bataan on the island of Luzon), the Betts Coal Co. is turning out an average of 10 tons a day. All of this output is being consumed by the Legaspi line of the Manila Railroad. No complaint as to the quality of the coal is made by the railroad, but the amount produced is not sufficient to meet the needs of the line.

The National Coal Co. has recently purchased some equipment from the Manila Railroad Co., including some engines, boilers, tackle, and pumps, for the purpose of beginning operations as soon as possible. The company's engineer has recently resigned, and operations will be temporarily suspended pending the employment of another man with coal-mining experience. Such a man does not appear to be available in the islands at present, and it may be necessary for the company to send to the United States for him.

THREE MONTHS' OUTPUT OF MINERALS IN SOUTH AFRICA.

[Vice Consul Samuel W. Honaker, Johannesburg.]

The following is a summary of the mineral production in the Union of South Africa and the Transvaal Province for the months of January, February, and March, 1918:

Mineral.	Quantity.	Value.	Mineral.	Quantity.	Value.
Gold:			Asbestos:		
Union of South Africa, ounces.....	2,072,100	\$42,833,580	Union of South Africa, tons.....	1,175	\$80,073
Transvaal..... ounces.....	2,072,100	42,833,580	Transvaal..... tons.....	342	17,841
Coal:			Other Provinces.....do.....	833	62,232
Union of South Africa, tons.....	2,463,795	3,933,572	Corundum:		
Transvaal..... tons.....	1,575,206	1,920,880	Union of South Africa, tons.....	1,157	33,715
Orange Free State, do.....	108,288	277,809	Transvaal..... tons.....	1,157	33,715
Other Provinces.....do.....	680,301	1,794,883	Silver in gold bullion:		
Copper:			Union of South Africa, ounces.....	218,422	168,328
Union of South Africa, tons.....	1,528	397,067	Transvaal..... ounces.....	218,422	168,328
Transvaal..... tons.....	1,528	297,067	Other minerals:		
Tin:			Union of South Africa.....		163,953
Union of South Africa, tons.....	630	541,634	Transvaal.....		120,828
Transvaal..... tons.....	628	545,020	Other Provinces.....		48,125
Other Provinces.....do.....	2	1,895			

PURCHASE OF QUEENSLAND'S SUGAR CROP.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, June 22.]

The Australian Government has just completed arrangements for the purchase of the Queensland sugar crop for this season and for the season of 1919-20, the amount involved being over £16,000,000 (\$77,864,000). The price per ton is £21 for 94 net titre, and inasmuch as Queensland sugar averaged at least 2½ per cent better than this standard, the price was equal to £21 10s. per ton. This price will enable the Commonwealth to continue in force an order prescribing that A-1 sugar shall not be sold in capital cities for more than 3½ pence per pound. With the exception of one country this is said to be the cheapest price for white crystals in the world.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27264	Marine supplies.....	27260
Automobile parts.....	27262	Motorcycles and parts.....	27262
Chemicals.....	27259	Office supplies.....	27267
Coal.....	27261	Oils.....	27264
Dry goods.....	27263	Ropes.....	27264
Flour.....	27264	Shipbuilders' supplies.....	27260
Fruits.....	27264	Sulphate of ammonia.....	27258
Furniture.....	27257	Textiles.....	27259
General agency.....	27265	Typewriters.....	27257

27257.*—A business man in New Zealand desires to purchase office supplies, particularly typewriters, furniture, and labor-saving devices. Quotations should be made f. o. b. port of shipment. Payment will be made against documents at port. References.

27258.*—A firm of general commission merchants in Spain desires to secure the agency for sulphate of ammonia. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27259.*—A firm in Argentina desires to secure the agencies for textiles, cotton, wool, silk and mixed goods, and chemicals. Correspondence may be in English. References.

27260.*—A commission agency in Spain which has agencies in all the principal cities along the coast of Spain, through which they sell goods to the whole country, wishes to purchase and secure agencies for shipbuilders' supplies, contractors' supplies, and marine supplies. Quotations should be made f. o. b. New York, and payment will be made on delivery of goods at port of discharge. Correspondence may be in English. References.

27261.*—A company in Chile wishes to purchase 2,000 tons of bituminous coal for steam and domestic purposes. Delivery is desired about November, 1918, to be unloaded by tubs or slings from steamer, each tub or sling to handle about 750 pounds, and must unload about 180 tons a day. Payment will be made as required. Steamer of any draft can anchor within 300 yards of wharf. Correspondence may be in English.

27262.*—A man in Spain desires both to purchase outright and secure an agency for motorcycles and parts, and automobile parts and accessories, especially spark plugs. Terms of payment to be suggested by the exporter. Correspondence may be in English. Reference.

27263.†—A man in Australia wishes to secure the agency for dry goods, shirtings, calicos, canvas, linings, dress goods, colored silks, velvets, cotton tweeds, whipcord suitings, and sheetings. Quotations should be made f. o. b. San Francisco. Payment will be made by letters of credit or sight draft. References.

27264.*—An agency is desired by a man in Norway for canned, preserved, and dried fruits, such as peaches, apricots, pears, plums, pineapples, etc. He will also consider agencies for other goods, as flour, oils, ropes, and agricultural implements. Correspondence may be in English.

27265.*—A man in France desires to represent American exporters requiring a traveling representative for all Europe and North Africa. He states no preference for any particular line of goods. Correspondence in French preferred. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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1918

CONTENTS.

	Page.		Page.
Purchase of New Zealand wool clip	433	Condition in Midland's iron and steel industry	440
Training of textile students in Leeds	433	To increase yield of industrial alcohol in Australia	441
Extensive castor bean acreage on Isle of Pines	434	Cheap fireproof roofing needed in Philippines	442
The rat plague in Perthshire	434	Future of silviculture in United Kingdom	443
Scottish fisheries in 1917	435	Siamese trade in hats and caps	444
Commendation for lighthouse employees	435	Agricultural education in Australia	444
The Hongkong market for old newspapers	436	Maximum price in Italy for sulphide of carbon	444
Six months' exports from Hull to United States	436	Sea-borne trade of British India	445
Cooperative society in Dunfermline buys a farm	437	Rafting Swedish lumber across North Sea	447
Ruling concerning wages in the jute trade	437	Developing the sugar-beet industry in Victoria, Australia	447
Japanese tea exports	437	Proposals for Government supplies and construction	448
Forest products of South India	438	Offices of the Bureau of Foreign and Domestic Commerce	448
Recent statistics show decrease in Canadian trade	439		
Opening of a commercial library in Leeds	439		

PURCHASE OF NEW ZEALAND WOOL CLIP.

[Consul General Alfred A. Winslow, Auckland, June 21.]

The New Zealand Government announces that the British Government had advised the governor general that it is proposed to purchase the New Zealand wool clip for this season and until one year after the close of hostilities at the same prices as were paid during the past two seasons.

The payment for the wool is to be made by the British Government on the fourteenth day after valuation has been made by the official valuers in this country, and all shipping expenses are to be borne by the British Government thereafter.

TRAINING OF TEXTILE STUDENTS IN LEEDS.

[Consul Percival Gassett, Leeds England, July 11.]

An interesting extension in connection with the woollen and worsted industries is taking place in the textile department of the Leeds University. It has been arranged to provide a special diploma course of study for the training of the merchants of the future of the woollen and worsted industry, in which textiles, economics, and languages will be suitably and usefully combined.

It is proposed to use the fine equipment of the clothworkers' department of the university in giving the student knowledge of the materials—whether wools, tops, yarns, or fabrics—with which he is to deal, in order that he may learn intelligently the best means of producing goods to meet the requirements of each particular market.

In regard to economics it is intended to include not only economic

geography, but also industrial history and accountancy, with, if possible, lectures by leaders of the industry dealing with the special features of the larger commercial life. The language training will be so designed that while the literature of the various countries will not be overlooked, opportunity will be given for acquiring technical knowledge of the languages essential to particular industries.

The following is the scheme as already approved by the university council:

First year.—Textiles, economic geography, a modern foreign language, and accountancy (obligatory subjects), and one of the following subjects: A second modern language, mathematics, European history, and industrial history.

Second year.—Textiles, economics, two modern foreign languages, and accountancy.

Third year.—To be spent at some colonial or foreign university or institution of university rank.

EXTENSIVE CASTOR BEAN ACREAGE ON ISLE OF PINES.

[Consular Assistant George A. Makinson, Nueva Gerona.]

A subcontract for 1,500 acres of castor beans has recently been secured by the American owner of a local newspaper. Only a small part of the allotment will be planted directly by the subcontractor, however, the remainder being reallocated among numerous American planters, who have been prompted largely by patriotic motives to set aside for castor beans a portion of their lands ordinarily devoted to fruits and vegetables for the American market. The light sandy soil of the island is believed to be specially adapted to the growth of the castor bean and the preliminary work required before planting is now being rapidly pushed to completion. The necessary seed, of the Haitian variety, has already been supplied the contractor.

The initial crop should be ready for harvesting late in the present year and, as at present planned, the beans will be cleaned and sacked and shipped to the United States for the extraction of the oil. In the event that present expectations are realized, the cultivation of the castor bean may become a permanent industry, in which case a modern power mill for pressing the beans may be erected on the island.

THE RAT PLAGUE IN PERTHSHIRE.

[Consul H. Abert Johnson, Dundee, Scotland, July 9.]

According to a statement recently placed before the West Perthshire district committee, the cost of the methods adopted for rat extermination show a total of £304 (\$1,479), toward which a grant of £100 (\$486) was given by the board of agriculture. It seems generally conceded that the scheme of rat extermination put in force was satisfactory, as in the first year it is estimated that something like 100,000 rats were killed in West Perthshire, and, as it was claimed that one rat in the course of 12 months caused damage reckoned at about 10 shillings (\$2.43), and as there were approximately something like two rats to the acre, the amount of damage done was, it is claimed, equivalent to the average amount of rent paid by tenants in West Perthshire. It was agreed to renew the scheme, which is now in operation in its third year.

SCOTTISH FISHERIES IN 1917.

[Consul Thos. H. Bevan, Glasgow, July 9.]

The annual report of the Fishery Board for Scotland has just been published. It comments on the restriction of the industry brought about by the war, and calls attention to the fact that the most efficient men and vessels had been diverted from the fishing to the naval service.

It states that the total quantity of sea fish landed in Scotland during 1917 amounted to 3,079,768 hundredweight, of the value, including shellfish, of \$18,029,355. As compared with 1916, these figures show a decrease of 10 per cent in quantity, but an increase of 16 per cent in value. This result was obtained through the agency of 4,609 fishing vessels, manned by crews numbering 14,800. The installation of motor engines into sailing boats has been proceeding apace, with undoubted advantage to all concerned. As in 1916, the outstanding feature was the increase in the number of boats of the largest size propelled by motor engines.

The quantity of herring landed during the year 1917 was 10,172,346 hundredweight, valued at \$7,610,349, the average price per hundredweight being \$1.42. Compared with 1916, there was a decrease of 5 per cent in quantity, but an increase of 16 per cent in value. It is interesting to note that in 1908 the quantity was 5,690,114 hundredweight, valued at \$5,604,475, the average price per hundredweight being 98 cents. There was a further decline in the quantity of whitefish landed. The value, however, reached the record figure of \$9,839,172, compared with \$8,626,168 in 1916.

COMMENDATION FOR LIGHTHOUSE EMPLOYEES.

During the past month several employees of the United States Bureau of Lighthouses received special commendation from Secretary Redfield for various services rendered, principally for assistance to persons and vessels in distress. Those commended were:

Capt. Mark Anderson, commanding the tender *Sequota*, and the other officers and the crew of the tender, for assistance given on May 25, 26, and 27, 1918, to the steamer *Silverado*, a United States Shipping Board vessel, en route to Honolulu, whose rudderhead had been carried away when the vessel was about 20 miles from the Farallon Islands.

Mr. Pedro A. Hernandez, laborer in charge, Mayaguez Harbor Range Lights, P. R., for his services rendered during the fire which occurred in the warehouses and lumberyard near the lights on June 16, 1918.

Mr. Richard F. Steen, keeper of Cat Island Light Station, Miss., for service rendered the captain of the fishing schooner *Olga M*, of Biloxi, Miss., on June 18, 19, and 20, 1918.

Messrs. G. W. Bardwell, keeper, and Maurice Durabb, assistant keeper of the Galveston Jetty Light Station, Tex., for assistance given the gasoline launch *Tezas Jack* on June 23, 1918, in pulling it off the jetty and towing it to Galveston.

Messrs. John D. Balsille, keeper, and Robert L. Payne, assistant keeper of the Galveston Harbor Light Station, Tex., for assisting the disabled sloop *Edna*, of Houston, Tex., on June 24, 1918.

Mr. William Tengren, keeper of Bullock Point Light Station, R. I., for assistance rendered on June 30, 1918, to two men and two women whose boat had overturned.

Mr. Charles H. Tucker, keeper of Oswego Harbor Lights, N. Y., for his service on June 30, 1918, in rescuing a man who had fallen overboard from a yacht in the vicinity of his station.

THE HONGKONG MARKET FOR OLD NEWSPAPERS.

[Vice Consul A. E. Carleton, Hongkong, British China, June 20.]

Inquiries have been received from the United States concerning the trade requirements of the Hongkong market in old newspapers. The following letter from a local firm may be of interest to shippers of old newspapers in the United States:

Business in newspapers has been very much overdone and the market is still feeling the effects. The specification for Hongkong is: Bales of 280 pounds gross, each bale strapped with three iron bands (some have come with four and five bands; but if bales are properly packed, three bands are sufficient—extra bands add to cost); the packing to be burlap or gunny bags, not necessarily new, but the covering must be in good condition, otherwise it breaks or gets torn and the newspapers get damaged. Newspapers have come here with wire instead of iron bands, but this packing is not liked and does not carry well. I estimate that during 1917 about 60,000 bales were imported, but this year not more than 5,000 bales have been received. Before the war in a normal year imports were 40,000 bales.

Fluctuation in Prices.

Prices in 1916-17 for American newspapers varied from \$70 to \$85 gold, then down to under \$70 gold, but my latest advice gives the price as \$95 gold. These prices are all per long ton (2,240 pounds) c. 1. f. Hongkong. Before the war Hongkong was the distributing market for China, but after the war broke out, owing to difficulties of direct freight to Singapore, India, and Java, the trade for these ports was for a time done through Hongkong. Then, as direct freight service from the Pacific coast to Singapore, India, and Java became available, all these markets bought direct. Meanwhile Hongkong also continued to buy to supply these markets, the consequence being heavy overstocking everywhere. In addition, large shipments were made to Shanghai and Manila, places which used to draw all their supplies from Hongkong dealers.

Old San Francisco newspapers can be bought here to-day at \$5.40 Mexican per picul (133½ pounds). To-day's exchange rate is 77, so that the above figure is equal to \$69.85 gold per ton. From this has to be deducted storing expenses, interest, etc.

In prewar times old newspapers sold here were "overissues," not read papers packed up indiscriminately.

I can not too strongly urge on shippers the necessity of only sending clean newspapers, and seeing that the bales only contain bona fide newspapers. Possibly by means of press packing read newspapers could be improved, but I would strongly recommend every care in the selection. If the dealer opens up the bales and sees dirty, torn, and discolored papers, his price will drop like a stone. The question of quality and regularity is most important. There is no real market here for dirty or torn newspapers or newspapers packed up haphazard.

SIX MONTHS' EXPORTS FROM HULL TO UNITED STATES.

[Consul Homer M. Byington, Hull, England, July 8.]

The exports from Hull to the United States for the half year ended June 30, 1918, totaled \$222,267, as compared with \$1,205,222 for the corresponding six months of 1917, a decrease of \$982,955. The following were the chief articles invoiced:

Articles.	Six months ended June 30—		Articles.	Six months ended June 30—	
	1917	1918		1917	1918
Gum copal.....	\$363,243	.....	Rubber (crude).....	\$438,937	\$45,290
Human hair.....	80,690	.....	Fishing gear.....	30,441	21,105
Cresol.....	32,007	\$46,800			

COOPERATIVE SOCIETY IN DUNFERMLINE BUYS A FARM.

[Consul H. D. Van Sant, Dunfermline, Scotland, July 3.]

As showing the successful operation of cooperative business here, the Dunfermline Cooperative Society (Ltd.) has just made arrangements to purchase the 18,000-acre estates of Keavil and Pittferrane, west of the city, for the sum of \$250,000. This is a record purchase of farm land among cooperative societies in Scotland and indicates the growth and prosperous condition of cooperation in this consular district. For the past 25 years the society has been tenant of nearby farms, and, as the leases expire, it was decided that the time was opportune to make a large purchase of farming land outright for the purpose of continuing its successful farm and dairy department, which has paid such profitable returns to the members of the society during the past few years.

The farm purchased consists of 15,000 acres of arable land and 3,000 acres of woodland, and is largely made up of landed estates of the gentry of the neighborhood, a large part of the estate purchased having remained until now in the hands of a titled family for more than 400 years. Thus are landed estates being slowly divided and sold, owing in part to war conditions as well as the economic and social trend of the times.

BULING CONCERNING WAGES IN THE JUTE TRADE.

[Consul H. Abert Johnson, Dundee, Scotland, July 10.]

In connection with an arbitration award concerning Dundee jute-workers' wages, owing to a question having been raised as to the advance to be paid to boys and girls under 18 years of age, an interpretation was issued by the committee on production setting forth that boys under 18 doing men's full work should receive the advance granted to men aged 21 years and over; and that girls under 18 doing women's full work should receive the advance granted to women of 18 and over. The award provided that if a junior was doing work which in normal conditions would be carried out by a senior, they should receive the higher rate of advance.

In view of the varying practice that exists in the different branches of the trade, the committee thought that the parties concerned should meet to discuss the manner in which effect should be given to this portion of the award.

A meeting between the representatives of the masters and the workers took place recently in the Royal Exchange, but as difference of opinion prevailed the matter was again referred to the committee on production.

JAPANESE TEA EXPORTS.

[Consul General George H. Scidmore, Yokohama.]

A report published by the Yokohama and Tokio Foreign Board of Trade gives the following statistics of the export of tea from Japan during the past season—from May 1, 1917, to April 30, 1918: From Yokohama and Shimidzu, 37,940,300 pounds; from Kobe, 1,038,491 pounds; and from Yokkaichi, 3,099,265 pounds; making a total of 42,078,056 pounds. The destinations were: To United States, 35,018,140 pounds; and to Canada, 7,059,916 pounds.

FOREST PRODUCTS OF SOUTH INDIA.

[Consul Lucien Memminger, Madras.]

From the Godaveri catchment area and throughout the North and South Deccan there exist well distributed areas of forests, though generally not in large blocks, while on the Western Ghats in the Nilgiris are found some of the finest teak forests of India proper (exclusive of Burma). The total area under the control of the forest department in Madras is 19,466 square miles; in Coorg 520 square miles. The output of timber from the Madras forests in 1915-16 was 3,933,039 cubic feet and of fuel 19,874,951 cubic feet; the value of the bamboos removed was \$103,004 and of minor produce, including grass and grazing, \$526,298. In Coorg the value of timber, fuel, and minor produce is \$91,378 annually. The commercial woods of South India include teak, ebony, rosewood, red sanders, Indian mahogany, Chittagong wood (white cedar), sandalwood, pine, erool, bamboo, jambu (black plum), matti, orupoo, nux vomica, rubber, camphor, palmyra, and eucalyptus. The sleeper wood sal is found to a small extent in the northern part of the Madras area, but the other sleeper woods deodar and pyinkado are not grown here to any extent, the latter being found particularly in Burma.

The value of minor produce in Madras is \$693,476, and includes, besides some of the above, myrobolams for tanning, gum kino, lemon oils, cassia bark, cardamons, pepper, thetsi damar, semul floss, etc.

The States of Mysore and Travancore.

The Native State of Mysore has 2,823 square miles of reserved forests under control of its own forest department. The gross revenue, estimated at about \$718,753, and largely obtained from the sale of sandalwood (about 2,400 tons each year), is utilized for forestry administration and for profit. The surplus in 1914-15 was \$379,973.

The Native State of Travancore has a valuable asset in its forests, which cover nearly a third (2,368 square miles) of the area of the State. There are said to be 3,535 species of trees, plants, herbs, shrubs, climbers, etc., in Travancore, several of which have great commercial and economic value. The average gross yield of timber (royalties and jungle wood) from the forests for the last three years comes to 1,408,106 cubic feet per year. The average sales effected from timber alone amounted to \$370,221 per year. The gross revenue from the department in 1914-15 was \$454,116. There are said to be 25 species of wood especially useful for tea chests and packing cases, including mango, cheeni, clavee, and vencotta. Coconut trees and areca palms abound in Travancore.

Forest Resources of Cochin State.

Cochin State has about 605 square miles of reserved forests, about half of which are virgin forests, unworked because of lack of a suitable outlet. The gross revenue from August 17, 1914, to August 16, 1915, was \$196,625 and the net revenue \$70,066. Approximately 12,755 acres of forest lands are assigned for rubber cultivation and 2,500 acres for coffee. Coconut trees are plentiful, and the forests abound in teak, rosewood, ebony, white cedar, red cedar, etc. From the Parambikulam Range an outlet for forest products in the shape of a tramway and timber slide has been constructed by the Government up to Chelakudy, a station on the Shoranur-Cochin Railway,

a distance of nearly 50 miles. It is considered one of the best equipped tramways designed for purely forest work in the world, and possesses many features of special interest to engineers, arboriculturists, and railway men generally.

RECENT STATISTICS SHOW DECREASE IN CANADIAN TRADE.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 22.]

According to recent statistics there is noted a decrease of \$115,-443,213 in Canada's trade for April, May, and June as compared with the same period in 1917. The country's trade for the first three months of the present fiscal year (April, May, and June) totaled \$515,718,816, compared with \$631,162,029 for the corresponding period in 1917. The decrease for the month of June alone, when compared with June, 1917, was \$24,683,084, the totals being \$192,-843,148 for the present year and \$217,526,232 for 1917.

There was a decline of over \$40,000,000 in the total value of goods imported during the three months compared with the corresponding period in 1917. Dutiable goods were imported to the value of \$136,-740,889, and free goods to the value of \$114,650,660, making a total of \$251,391,559. Last year the total dutiable goods for the three months amounted to \$153,027,945 and free goods to \$138,891,310, a total of \$291,919,255. The duty collected this year amounted to \$42,250,761, as against \$46,287,690 in 1917.

The decrease in exports was much greater than that of imports for the three months when compared with 1917, totaling \$71,815,047. The total exports (domestic) for the first three months of the last fiscal year were \$330,488,526. The decline, as shown by statistics, was partly in the export of manufactured articles.

Domestic manufactured articles during the three-month period last year were exported to the value of \$132,830,441, while this year exports of this nature totaled only \$108,740,251. The chief decline was in the export of agricultural products, the totals being \$141,-105,607 in 1917 as against \$81,502,062 this year, a decrease of \$59,603,545.

OPENING OF A COMMERCIAL LIBRARY IN LEEDS.

[Consul Percival Gassett, Leeds, England, July 11.]

On July 8 a room in the Library and Arts Building, the beginning of what it is hoped in time will be an extensive commercial and technical library, was opened in Leeds by the lord mayor before a representative body of the leading manufacturers of the district, and guests. The library will be free to the public.

To cooperate fully with so excellent an object and to promote American export trade, this consulate immediately offered to supply the library with all numbers of the commercial magazines and trade papers sent regularly to the consulate, as soon as they are replaced by the current number. This offer was gratefully accepted by the librarian. By agreement with him the copies sent to the library will have a slip inside, stating that the current number of the publication can be seen at the American consulate.

By this method it is thought that many more American manufactures can be brought to the attention of Leeds manufacturers than would otherwise be the case if simply filed at the consulate.

CONDITIONS IN MIDLAND'S IRON AND STEEL INDUSTRY.

[Consul E. Haldeman Dennison, Birmingham, England, July 10.]

The Engineer in its weekly review says that so far nothing appears to have come from the application of the Staffordshire iron trade to see if something could not be done to prevent the migration of puddlers and certain other ironworks' labor to the better-paid munitions factories with their less laborious employment. Blast furnaces and finished ironworks are complaining under this head. Orders at the ironworks continue plentiful, and producers in Birmingham are again being offered much more new business than they can possibly accept.

Sheet and Bar Iron for War Requirements.

The sheet-iron trade is busier than for some time past. The sheet mills of the district, which were only partially engaged some time ago, have now no difficulty in making full-time, subject to supplies of raw materials and labor. The demand for aircraft material is increasing, while a growing proportion of the tinned sheets rolled is for some class of war material or other. The 'bar-iron makers, whether first or second class, have a great many special orders in hand. "Marked" bars keep at £16 (\$77.86) net at makers' works, with the exception of John Bradley & Co.'s brand, which is £17 (\$82.73) per ton. Merchant bars of good quality are £15 10s. (\$75.42) and on to £16 (\$77.86) per ton net, delivered to consumers, while common iron is £14 12s. 3d. (\$71.11) and upward per ton net, delivered to district buyers. The high-water mark which continues to rule in connection with demand in every department of the bar trade is a most encouraging circumstance. This department is of such vastly superior size to any other in the whole of the South Staffordshire market that its prosperity is matter of the very first importance. Tube strip is steady, and deliveries less than requirement.

Blast-Furnace Activities Retarded.

Blast-furnace activities are unremitting. For some little time past it has been the policy of producers to keep customers supplied with small deliveries only as they become available rather than to bind themselves for long contracts. Primary requisitions for war work leave makers very little liberty, and this "hand-to-mouth" policy is therefore persevered in. In Birmingham the settled indisposition to enter into new commitments is intensified by the new situation created by the official advance in coal prices of 2s. 6d. (\$0.60) per ton, with a proportionate advance on coke. Ironmasters, suffering themselves, expressed gratification that nearly allied key industries, like coal mining, are not to be further weakened by the impressment of men for the services. It is understood that of the 100,000 miners who were to have been called up, the last 25,000 will now be left in the pits to assist in keeping the output of steam coal, so necessary to the iron trade, up to such a level as will avert iron-trade disorganization. Reserves of fuel at the ironworks are rapidly being used up. Owing very largely to the fuel shortage, as well as because the furnaces have had to be turned on to basic qualities, best foundry grades are still not forthcoming in anything near the quantities badly required. In Birmingham there is again serious complaining about this non-

delivery by ironfounders and engineers. Meanwhile small lots of "white" iron were offered at 1s. (\$0.24) per ton below the maximum for forge iron.

Easy Steel—Engineering Trades.

Easy steel is the keynote of the steel market at date. It is each week becoming increasingly manifest that British rolled steel output has now so greatly increased that deliveries are easier than at any time during the past three and a half years. The same condition relates also to the railway wagon firms, tube makers, and other large consumers. The changed conditions are greatly appreciated. Further efforts were of late made to secure supplies of American steel, but these supplies are not now wanted.

The reorganization of the Birmingham district industrial resources, which has been carried out over the last year or two in view of war necessities, has given the Birmingham area now such vast productive power in all branches and departments of engineering work that it is being found possible at the present time to make large transfers of men to the army without imperiling the permanent prosperity of the engineering industry here. Certain branches, however, are still undergoing development and are dependent upon augmented man power as well as upon additional mechanical equipment. The enlarged industrial effort in the engineering trades of this part of the Kingdom has now passed its maximum. The slackening of the trade tension does not imply, however, that the situation has become in any sense less immediately prosperous. Respecting the metal-rolling business, although this important Birmingham branch is no longer subject to the sustained pressure formerly experienced when the Government demand for munitions was at high-water mark, the rolling mills for the most part keep well engaged.

TO INCREASE YIELD OF INDUSTRIAL ALCOHOL IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 22.]

A special committee of the Bureau of Science and Industry, which has been appointed to inquire into means for increasing the Australian supply of industrial alcohol, has reached the conclusion that this can be done immediately by diverting a portion of the distilling plant now engaged in the manufacture of potable spirits to the manufacture of industrial alcohol. It makes recommendations as follows:

1. That in order to develop the use of alcohol for power purposes and to encourage the production of the raw material upon which the manufacture of power alcohol depends, the necessary action be taken to allow of the manufacture and use in Australia of "power alcohol," denatured with 2 per cent of either (a) those fractions of coal tar distillates which are obtained at a temperature of from 170° C. to 230° C or (b) creosote oil, i. e., such coal tar oil distillates as are specified above after they have been deprived of their tar acid contents.

2. That an allowance at the rate of 3 pence per gallon be granted by the Commonwealth Government on "power alcohol" denatured in the above manner and manufactured in Australia from raw materials produced in Australia, by way of reimbursement of the extra cost caused by final restrictions on the manufacture of alcohol.

3. That a bonus, also a rate of 3 pence per gallon, be granted by the Commonwealth Government on such "power alcohol" in order to encourage its manufacture and to develop the primary industries on which the supply of the necessary raw material depends.

CHEAP FIREPROOF ROOFING NEEDED IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila.]

The problem of fireproof roofing has not yet been satisfactorily solved in the Philippines. At present, the roofing material of the average Philippine house is nipa or grass thatch, both of which are highly inflammable. Corrugated iron roofing and excellent tiles for roofing are imported, but for the average man these are out of the question because of the cost of building a house that will support them and because of the prices at which these roofing materials sell.

Substitute for Nipa Roofing Sought.

A number of attempts have been made to discover or devise a fireproof substitute for nipa, but none of these have met with complete success. The most promising effort has been that of the Philippine Health Service, in connection with the model house designed by that service. This roofing material used is composed of cement, sand, and ipa (husks of rice), reinforced by bamboo. For what is known as a first-class mixture the ingredients are one part each of cement, sand, and ipa. Shingles of this mixture for roofing weigh from 850 to 1,000 grams each. From 450 to 500 shingles can be made from a barrel of cement, making the cost per shingle about $1\frac{1}{2}$ cents. A house 6 by 10 meters (about 20 by 33 feet) requires 2,400 shingles.

The Philippine Health Service has experimented a great deal with this material and reports that it has proved a success from the various standpoints of cheapness, noninflammability, and resistance to water. It is also approved by the chief of the fire department of Manila.

Clay Tiles Used—Roofing Paper.

The consulting architect of the Bureau of Public Works, however, does not approve the material and says that it is "not considered a durable, dry, or economical roof. It is not permitted that this type of construction be used for Government buildings in the Philippines. The mechanical principles of the roof are considered faulty, and cement is not a desirable material for shingles." This authority maintains that the logical fireproof roofing material for the Philippines is clay tiles. He says of other forms of roofing: "Various forms of bituminous roofing can be used in the Tropics, but so far results have not been remarkably satisfactory, owing to the fact that the formulas of same have not been regulated with respect to tropical temperatures."

For some time the Bureau of Science has been experimenting with various clays found in the Philippines and has made a roofing tile that is lighter than those imported or those used in Java. It is claimed for this tile that it is not too heavy for the bamboo framework of the average nipa house of the Philippines and is at the same time cheap and durable.

Several varieties of roofing paper treated in different ways have been imported from time to time. But these have not been looked on with favor by the insurance board, which has classified them as "soft" materials. Houses roofed with these have carried higher rates for insurance.

Extensive Market for Satisfactory Material.

The inventor who hopes to sell a fireproof roofing material as a substitute for nipa and grass thatch in the Philippines must have in mind a house costing completed as low as \$250 or even less. He must have in mind a supporting framework made of hollow bamboo poles, fastened together by pegs and thongs of bejuco, or rattan. He must also take into consideration the rainy season, during which vast amounts of water fall and the atmosphere is for long periods of time very highly saturated, subjecting all building materials to severe tests from a tendency to rot. The rainy season is often accompanied by baguios (typhoons), during which very high winds prevail, requiring that roofs be very securely fastened in place.

For a material that will meet the requirements and get into the Philippine market before tiles made from local clay have been brought to the perfection that is sought for them, there will be a very extensive market. The conflagrations that sweep the nipa and thatched districts yearly entail vast losses and no end of suffering and distress on the people of the Philippines.

FUTURE OF SILVICULTURE IN UNITED KINGDOM.

[Abstract of articles in *Timber Trades Journal*, London, June 8, June 15, and June 22.]

There are said to be about 77,000,000 acres of hill and dale land in the British Isles, of which 43,000,000 acres are devoted to agriculture. The remainder has been further subdivided as follows: One hundred thousand acres of lakes and rivers; 3,000,000 acres of forest and woodland; 13,000,000 acres of mountain and heath land; 1,000,000 acres of bog and marsh land in Ireland; and 11,000,000 acres of so-called barren land, which is occupied by towns, villages, roads, railways, gardens, and pleasure grounds. It may be assumed that at least 5,000,000 acres (exclusive of the 3,000,000 acres already said to be forest and woodland) are suitable for silvicultural purposes, thereby augmenting the silvicultural land to 8,000,000 acres.

Silviculture in the United Kingdom has never been organized in a systematic way; but after the war it is important that the State should acquire from the present owners the afforested and afforestable nonagricultural land and should proceed to the development of this industry. In this way Great Britain could grow the bulk of its own timber, great and small, for home consumption, and great improvement in quality, as well as in quantity, might be anticipated. An elaborated scheme of afforestation would also furnish an excellent opportunity for employment to the soldiers when they are disbanded at the close of the war. The State has been experimenting for some years on a small scale at Inverleven, in the western highlands of Scotland, so that data are at hand to serve as a basis for a definite system of silviculture.

At a meeting of the council of the Central and Associated Chambers of Agriculture in June, a resolution was unanimously adopted expressing the opinion that pending the appointment of a permanent Forestry Authority, the forestry subcommittee of the Reconstruction Committee should be empowered to carry out the recommendations embodied in its final report. The meeting emphasized the necessity of obtaining seedlings and seeds before the war demand should have exhausted the available timber.

SIAMESE TRADE IN HATS AND CAPS.

[Vice Consul Carl C. Hansen, Bangkok.]

Siam's trade in foreign-made hats and caps declined somewhat during the fiscal years 1914-15 and 1915-16, but for the fiscal year ended March 31, 1917, the imports of these articles of clothing nearly reached the record figures of 1913-14. The declared import values for the last five fiscal years were \$239,320 for 1912-13, \$255,555 for 1913-14, \$155,578 for 1914-15, \$110,936 for 1915-16, and \$235,748 for 1916-17. The share of the various countries in this trade was as follows for the years given below:

Country.	1914-15	1915-16	1916-17	Country.	1914-15	1915-16	1916-17
United States.....	\$7	\$4	\$9	Italy.....	\$29,586	\$11,874	\$18,279
Belgium.....	835			Japan.....	17,006	11,621	58,181
British India.....	2,392	3,653	2,656	Singapore.....	48,234	49,363	54,950
China.....	7,321	8,419	14,017	Switzerland.....	2	277	708
Denmark.....	11	122	411	United Kingdom.....	21,959	12,532	21,499
France.....	254	676	57	All other countries.....	422	117	119
Germany.....	10,067	315		Total.....	155,578	110,936	235,748
Hongkong.....	17,682	11,963	64,862				

It is not unlikely that considerable quantities of these goods may have reached this country from the United States indirectly through ports of transshipment, like Hongkong and Singapore, as the customs figures given in this report refer to commercial transactions of the last port of consignment only, and not to the country of production.

AGRICULTURAL EDUCATION IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, June 22.]

The conference appointed by the chamber of agriculture, in which was represented the educational department, the department of agriculture, the chamber of agriculture, and the council of agricultural education, has just submitted the following recommendations:

That agricultural scholarships should be provided to pupils at district high schools. That more specialist teachers of agriculture should be trained for high schools. That summer schools and refresher courses should be provided for teachers of agriculture. The group system of conducting agricultural teaching should be extended. The appointment of an inspector of agricultural education, such appointee to have the same status and salary as those of a senior inspector. The duties of such an officer would be: (a) To direct, organize, and inspect the teaching of agriculture in elementary schools; (b) to direct the development of a sound system of agricultural teaching in high schools; (c) to inspect and examine agricultural colleges for the purpose of university recognition; (d) to organize refresher courses and vacation schools for teachers of agriculture.

That a properly equipped school of agriculture be established at the university, and that the proposals recently made by the university council to the Government for the development of agricultural teaching at the university be adopted. That an outside board of examiners be appointed to work in conjunction with the staff of the agricultural college.

MAXIMUM PRICE IN ITALY FOR SULPHIDE OF CARBON.

[Consul General David F. Wilber, Genoa, July 3.]

The Gazzetta Ufficiale of June 11 contains a decree to the effect that the maximum price in authorized contracts for sulphide of carbon is raised to 220 lire per quintal, f. o. b. station of departure, with obligation of return of casks at the expense of the consignee free station of seller.

SEA-BORNE TRADE OF BRITISH INDIA.

The rise in prices of the country's export products, coupled with phenomenally high rates of freight in the case of imports, brought the value of British India's sea-borne commerce in the calendar year 1917 up to \$1,233,187,160—a sum exceeded but twice (in 1912 and 1913) during the last decade. This total, which refers to transactions in private merchandise only (with the exception of "wheat, tanned cowhides, and other articles of national importance exported on Government account"), is made up of imports \$480,839,549; reexports, \$24,876,380; and Indian exports, \$727,471,231, and compares with the corresponding totals of the preceding four years as follows:

Calendar year.	Imports.	Exports.			Total trade.
		Foreign.	Indian.	Total.	
1913.....	\$564,465,432	\$14,861,999	\$782,253,879	\$797,115,878	\$1,381,581,330
1914.....	507,951,461	14,985,303	672,896,038	687,871,841	1,195,823,302
1915.....	409,226,209	13,695,445	578,960,858	592,656,303	1,001,882,572
1916.....	475,486,383	22,667,266	728,804,590	751,471,856	1,226,958,239
1917.....	480,839,549	24,876,380	727,471,231	752,347,611	1,233,187,160

Publication of data relating to the movement of private treasure into and from British India by sea has been temporarily discontinued.

Imports, by Chief Groups.

Most of the year's gain in imports was in "Articles wholly or mainly manufactured"—particularly "Yarns and textile fabrics" under that classification—and "Miscellaneous," imports of "Food, drink, and tobacco," showing a falling off of more than \$5,000,000, and raw materials recording a gain of less than \$1,000,000. How the 1917 imports compared with those of earlier years can be seen from the following table:

Classification.	1913	1914	1915	1916	1917
I. Food, drink, and tobacco:					
Fish (excluding canned fish).....	\$1,058,668	\$917,180	\$888,141	\$615,019	\$473,004
Fruits and vegetables.....	3,691,199	3,210,065	4,242,104	3,710,405	3,838,301
Grain, pulse, and flour.....	641,745	1,476,131	2,914,435	804,394	253,272
Liquors.....	6,050,349	5,680,667	4,576,272	6,666,667	6,737,708
Provisions and oilman's stores.....	8,076,120	7,207,402	6,752,383	9,343,521	5,806,314
Spices.....	5,388,451	5,194,424	6,622,924	6,070,253	6,037,750
Sugar.....	47,071,893	37,126,757	50,532,180	49,364,890	49,309,545
Tea.....	746,344	2,739,688	1,998,477	1,927,662	1,430,177
Other food and drink.....	2,911,135	2,584,900	5,087,741	6,292,925	6,912,304
Tobacco.....	2,820,774	2,858,940	4,475,924	4,626,652	4,830,502
Total, Class I.....	78,125,003	67,165,962	84,680,981	87,825,688	2,688,877
II. Raw materials and produce and articles mainly unmanufactured:					
Coal, coke, and patent fuel.....	3,946,085	2,694,104	1,231,954	383,203	427,663
Gums, resins, and lac.....	987,155	521,202	568,200	724,174	999,490
Hides and skins, raw.....	451,947	400,430	435,216	703,925	576,899
Metallic ores and scrap iron or steel for remanufacture.....	177,807	126,802	139,980	121,964	92,575
Oils.....	13,688,311	15,996,321	13,435,136	15,359,167	13,552,434
Seeds.....	240,824	857,107	665,207	762,269	2,412,621
Tallow, stearine, and wax.....	808,958	654,729	698,992	690,817	458,327
Textile materials.....	6,286,324	5,699,742	5,145,029	5,511,424	3,668,681
Wood and timber.....	2,404,362	2,544,902	2,212,595	2,510,329	4,370,135
Miscellaneous.....	5,665,720	1,968,947	3,364,002	5,100,262	4,125,867
Total, Class II.....	34,661,397	31,456,296	27,846,202	31,883,514	32,684,702

Classification.	1913	1914	1915	1916	1917
III. Articles wholly or mainly manufactured:					
Apparel.....	\$5,077,237	\$5,182,543	\$5,287,885	\$5,671,845	\$5,622,842
Arms, ammunition, and military stores.	1,259,504	1,068,099	927,613	1,151,837	1,024,194
Carriages and carts (including cycles and motor cars).....	6,993,886	5,269,879	4,653,581	7,522,339	4,771,701
Chemicals, drugs, and medicines.....	7,778,594	7,230,402	8,905,826	11,527,936	12,776,786
Cutlery, hardware, implements (except machine tools), and instruments.	20,497,114	16,772,368	12,432,112	16,833,918	15,430,732
Dyes and colors.....	7,587,915	6,014,084	3,947,155	6,407,229	7,774,020
Furniture, cabinetware, and manufactures of wood.....	1,098,058	904,332	776,815	1,093,196	927,380
Glassware and earthenware.....	8,522,351	5,804,878	4,539,646	6,347,794	6,395,686
Hides and skins, tanned or dressed, and leather.....	1,325,683	1,097,688	935,565	1,388,456	1,211,019
Machinery of all kinds, including belting for machinery.....	25,825,416	24,097,930	16,749,291	19,482,935	16,985,302
Metals and manufactures of—					
Iron and steel.....	48,041,358	42,171,712	28,767,497	27,916,021	26,557,060
Other.....	18,478,509	16,475,249	7,208,820	5,468,252	7,219,823
Paper, pasteboard, and stationery.....	7,424,800	6,505,863	5,972,296	9,932,755	8,656,739
Railway plant and rolling stock.....	29,254,580	36,087,438	17,832,496	6,790,013	1,721,493
Yarns and textile fabrics.....	246,804,591	201,462,355	145,321,248	189,878,201	205,327,441
Miscellaneous.....	24,199,834	23,658,363	25,695,723	29,504,159	30,654,307
Total, Class III.....	463,169,430	400,807,203	290,043,559	347,917,786	352,966,525
IV. Miscellaneous and unclassified.....	8,509,022	8,522,010	6,646,427	7,856,375	12,499,445
Grand total imports.....	584,465,452	507,951,461	409,226,269	475,496,283	480,829,549

Of the merchandise imported into British India during 1917 Bengal received \$183,598,640 worth, Bombay \$180,192,976, Sind \$41,626,581, Madras \$40,878,580, and Burma \$34,542,772.

Exports, by Main Classifications.

Among the exports, only "Food, drink, and tobacco" exceeded in value the shipments of 1916, but the gain in this group (\$48,000,000) was sufficient to offset the declines in the other three groups (raw materials alone declined by \$30,000,000) so that the year's total fell only \$1,000,000 short of the total for 1916. A comparative table of British India's exports of native produce by sea for the past five years follows:

Classification.	1913	1914	1915	1916	1917
I. Food, drink, and tobacco:					
Fish (excluding canned fish).....	\$1,361,277	\$1,070,075	(1)	(1)	(1)
Fruits and vegetables.....	1,865,232	1,769,844	(1)	(1)	(1)
Grain, pulse, and flour.....	158,605,825	109,524,266	\$92,501,376	\$105,994,920	\$160,467,114
Liquors.....	12,468	307	(1)	(1)	(1)
Provisions and oilman's stores.....	1,717,621	1,655,452	(1)	(1)	(1)
Spices.....	2,570,928	3,039,562	(1)	(1)	(1)
Sugar.....	415,901	316,464	(1)	(1)	(1)
Tea.....	47,495,984	48,612,855	(1)	(1)	(1)
Other food and drink.....	3,899,322	6,743,821	72,916,702	67,450,269	61,682,581
Tobacco.....	1,573,816	1,101,162	1,472,491	1,703,586	1,431,442
Total, Class I.....	219,608,374	173,833,898	166,890,569	175,148,775	223,581,187
II. Raw materials and produce and articles mainly unmanufactured:					
Coal, coke, and patent fuel.....	2,415,916	1,660,080	2,239,549	2,604,517	1,226,074
Gums, resins, and lac.....	6,911,622	6,269,750	5,180,550	8,133,357	11,600,066
Hides and skins, raw.....	37,096,960	32,780,932	27,736,772	40,326,826	36,366,318
Metallic ores and scrap iron or steel for remanufacture.....	5,299,127	3,973,152	3,962,319	7,070,465	6,948,250
Oils.....	3,196,546	3,037,115	3,963,155	4,652,739	5,929,164
Seeds.....	74,099,909	69,664,332	26,668,863	52,872,790	33,315,047
Tallow, stearine, and wax.....	323,841	276,899	173,189	302,419	328,737
Textile materials.....	231,995,725	207,737,303	139,310,765	176,394,068	165,582,857

¹ Included with "Other food and drink."

Classification.	1913	1914	1915	1916	1917
II. Raw materials and produce and articles mainly unmanufactured—Continued.					
Wood and timber.....	\$3,565,865	\$3,185,115	\$2,833,291	\$3,099,330	\$1,741,122
Miscellaneous.....	9,963,327	8,225,981	7,913,985	9,843,007	11,066,853
Total, Class II.....	375,468,838	336,790,650	219,974,438	304,289,548	274,129,493
III. Articles wholly or mainly manufactured:					
Apparel.....	546,815	411,949	280,267	410,803	351,512
Arms, ammunition, and military stores.....	73	102	248	146	146
Carriages and carts (including cycles and motor cars).....	12,969	6,940	4,842	9,426	10,765
Chemicals, drugs, and medicines.....	15,438,163	7,649,398	8,038,202	10,914,990	11,396,117
Cutlery, hardware, implements (except machine tools), and instruments.....	253,119	154,487	129,181	164,055	101,019
Dyes and colors.....	3,451,250	4,147,455	7,387,720	12,151,091	7,798,654
Furniture, cabinetware, and manufactures of wood.....	192,519	181,472	105,773	108,867	84,317
Glassware and earthenware.....	62,245	48,144	32,367	37,068	42,903
Hides and skins, tanned or dressed, and leather.....	14,306,712	14,532,493	17,223,278	27,339,457	26,091,837
Machinery of all kinds, including belting for machinery.....	5,635	6,132	3,806	12,171	22,104
Metals and manufactures of iron and steel.....	1,630,020	942,573	2,215,148	4,028,873	8,341,139
Other.....	638,835	853,102			
Paper, pasteboard, and stationery.....	29,287	14,570	25,963	87,600	119,896
Railway plant and rolling stock.....	53,422	39,283	64,671	54,067	26,942
Yarns and textile fabrics.....	130,832,670	116,502,754	139,922,828	176,176,031	164,660,021
Miscellaneous.....	11,594,348	10,239,333	10,564,184	10,314,610	9,528,193
Total, Class III.....	179,044,191	155,780,157	185,906,478	241,808,885	223,594,565
IV. Miscellaneous and unclassified.....					
.....	8,132,476	6,481,414	6,190,373	7,547,382	6,166,031
Grand total exports.....	782,253,879	672,866,038	578,960,858	728,804,590	727,471,231

1 Includes the value of wheat, tanned cowhides, and other articles of national importance exported on Government account.

Bengal supplied \$264,900,789 worth of the Indian merchandise exported during 1917, Bombay \$227,718,991 worth, Sind \$95,821,322, Madras \$74,551,802, and Burma \$64,478,327.

RAFTING SWEDISH LUMBER ACROSS NORTH SEA.

According to the British Timber Trades Journal of June 8, the Rafanut Aktiebolaget has been formed in Stockholm to exploit new methods of shipping wood, in view of the anticipated shortage of tonnage after the war. The plan is to raft the lumber across the North Sea, and it is to be specially noted that the company's idea is to facilitate the shipment of sawn goods. Some previous experiments in floating large masses of logs have been successful, but it is thought that no previous attempts have been made to float sawn goods long distances at sea..

Developing the Sugar-Beet Industry in Victoria, Australia.

An effort is being made to develop the sugar-beet industry at Warrnambool, in the western district of Victoria, Australia, in view of the success of that industry at Maffra and based on the fact that in that district there are hundreds of acres of land well adapted to raising the sugar beet, both for sugar and for fodder.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 5348.—Sealed proposals will be received by the Lighthouse Inspector, Baltimore, Md., until August 15, 1918, for constructing retaining wall and improvements to storehouse Chincoteague Lighthouse Reservation, Chincoteague, Va.

Panama Canal supplies, No. 5349.—Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until August 14, 1918, for furnishing, by steamer, free of all charges, on deck at either Cristobal (Atlantic port) or Balboa (Pacific port), Canal Zone, Isthmus of Panama, the following: Galvanized pipe, sizing wire, iron or steel washers, rivets, bolts, nuts, brass tubing, boiler ferrules, wire netting, anchor lights, life raft, storage batteries, glass, leather and canvas belting, pipe covering, automobile tires and tubes, fire and water hose, rubber tubing, rubber and flax packing, asbestos and buckskin gloves, manilla rope, marline, linoleum, sheeting, cheesecloth, brushes, fire brick, chinaware, paint, wool alcohol, coal tar, lead pencils, emery cloth, sandpaper, writing paper, and lumber. Circular No. 1225.

Stationery supplies, No. 5350.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until August 9, 1918, for furnishing and delivering notebooks, Shannon files, black and red ink powder or tablets, blotting paper, photographers' paste, copying pencils, penholders, wood rulers, pads for penalty stamps, and diagnosis tags. Circular 849.

Earthwork construction, No. 5351.—Sealed proposals will be received at the office of the Mississippi River Commission, first and second districts, customhouse, Memphis, Tenn. until August 19, 1918, for constructing about 112,000 cubic yards of earthwork in the lower St. Francis levee district.

Hospital supplies, No. 5352.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until August 10, 1918, for furnishing and delivering the following: Hard-rubber pill tiles, pouches for rubber gloves, hard-rubber sprinklers, rubber stoppers, penis syringes, rectal syringes, tourniquets and bandages, stomach tubes, rubber bulbs, and rubber gloves. Circular No. 847.

Labor and material, No. 5353.—Sealed proposals will be received by the Superintendent of the Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., until August 7, 1918, for furnishing labor and material for constructing 15 chart cases.

Medical supplies, No. 5354.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until August 5, 1918, for furnishing and delivering albuminometers, dropping bottles, burettes, casseroles, centrifuge tubes, color comparison tubes, glass condensers, Gooch crucibles, filtering crucibles, glass cylinders, petri dishes, culture dishes, stender dishes, glass funnels, coplin jars, pipettes, glass rods, micro slides, specific-gravity bottles, glass stopcocks, test tubes, chemical thermometers, folin tubes, shell vials, etc. Circular No. 546.

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No. 181

Washington, D. C., Saturday, August 3

1918

CONTENTS.

	Page.		Page.
Commodity list for European Holland	449	British Government controls prices of	
Financial shipments to Portugal	451	woolen rags	455
Japanese ships for Australian trade	452	Railways in Mexico	456
Increased use of typewriters in Japan	452	Cereal cultivation in Macedonia after	
Combine of cooperative farming asso-		the war	459
ciations in New Zealand	452	Objects of Russo-American committee	
Procedure for shipments to or through		for Far East	460
certain countries	452	Macedonian skin and fur production	461
Railway to develop Papua industries	454	Afforestation enterprises in Southeast-	
Development of Japanese dye indus-		ern Manchuria	462
tries	454	Prices of horses in Scotland	462
Analysis of the foreign commerce for		Proposals for Government supplies	463
fiscal year	455	Foreign trade opportunities	464

COMMODITY LIST FOR EUROPEAN HOLLAND AND DENMARK PROPER.

The War Trade Board, in a new ruling, W. T. B. R. 180, announces the adoption of the following regulations with respect to the exportation of certain commodities to European Holland and Denmark proper:

(1) The list of commodities which will be considered for exportation to European Holland and Denmark proper has been revised. Applications for licenses to export the commodities as listed below will now be given consideration. Previous announcements with respect to such commodities (W. T. B. R. 50, Feb. 20, 1918; W. T. B. R. 96, Apr. 20, 1918; W. T. B. R. 118, May 22, 1918; W. T. B. R. 146, June 20, 1918) are hereby withdrawn.

(2) The list of commodities which will now be considered for exportation to European Holland and Denmark proper is as follows:

Adding and calculating machines.
Alabaster for statuary.
Artists' materials, excluding oils and turpentine.
Athletic goods, not containing rubber or leather.
Automobiles (passenger), bicycles, motorcycles, and spare parts of, but no tires and no accessories.
Buttons, bone or horn.
Carpets, oriental, of high value.
Cash registers.
China.
China clay.
Clocks, including clocks for time checking.
Clothing made up of silk or mixed silk.
Coral.

Cutlery:

Knives—tables, dessert, butchers', cooks', bread, carving, pocket, hunting, painters', palette, shoemakers', pruning, budding, and Bowie.

Scissors.

Steel forks, table and carving.
Razors, including safety razors and blades not containing nickel or tin.

Drugs:

Acetylsalicylic acid.
Aconite, pure.
Agaricin.
Althaea root.
Amidol and substitutes.
Argemone.
Arsenobillin.

Drugs—Continued.

Arsenous acid.
 Barium sulphuric, pure, for X-ray.
 Beta naphthol.
 Bromine.
 Butylchloralhydrate.
 Camomile.
 Chromic acid.
 Diethylbarbiuric acid.
 Digitalis.
 Encaine.
 Ferric compounds.
 Fruit of fennel.
 Hydrobromic acid.
 Ichthyol.
 Inula root.
 Iron, reduced.
 Kharsevan.
 Leaves of hyoscyamus.
 Metal.
 Nitrate of silver.
 Opium alkaloids.
 Paraldehyde.
 Phenacetine.
 Salicylic acid.
 Sodium arsenate.
 Sodium bromide.
 Sodium cacodylate.
 Sodium nitropruside.
 Sodium salicylate.
 Sulphuric acid.
 Veronal.
 Dental burs, dental fillings other than such as contain platinum or other rare metals.
 Diamonds, other than industrial.
 Dyes and dyestuffs.
 Earthenware.
 Electroplated goods and silverware containing not more than 5 per cent nickel or copper.
 Feathers of high value.
 Films, cinema.
 Flowers, artificial.
 Flower seeds, except seeds of oil-bearing plants.
 Fountain pens.
 Furs of high value.
 Gauge glasses.
 Glassware.
 Hair ornaments and combs, except such as are manufactured from caseine or corozo.
 Hardware for builders if of iron or steel.
 Hats, trimmed ready for use.
 Hats, straw.
 Household furnishings, fixtures and equipment if manufactured of wood, iron, or steel.
 Jewelry, imitation.
 Laces, handmade, such as maltese.
 Ledgers, loose leaf, and similar stationery.

Leathers, imitation, made up for hats.

Lighting fixtures if of iron or steel.

Machinery:

Cotton goods machinery.
 Laundry, not containing rubber or copper.
 Sugar refining machinery.
 Spare or replacement parts of.
 Printing presses not containing an undue proportion of copper, nickel, or antimony.
 Type setting and type casting, excluding type metal.
 Marble for statuary.
 Medical and surgical appliances, other than those containing rubber.
 Morocco leather, small fancy articles.
 Musical instruments, except when composed entirely or mainly of metals.
 Office furniture, equipment, and supplies.
 Oil paintings.
 Opera glasses for use in theaters.
 Paper materials, fancy, for book covers.
 Phonographs, phonographic records.
 Photographic goods.
 Pianos.
 Pen nibs.
 Perfumery, but not essential oils.
 Pictures, reproductions of.
 Precious stones, real and imitation.
 Ribbon silk.
 Silks and manufactures thereof, except gaze a blutoir and Asiatic silk or similar silk wherever manufactured.
 Salt cake.
 Sanitary ware, plumbers' goods if of iron, steel, or earthenware.
 Screw spanners of cycles.
 Sewing machines.
 Scales and balances not including weights of copper or brass.
 Shrubs.
 Spectacles.
 Tobacco pipes.
 Teeth, artificial, except such as contain platinum, iridium, or other rare metals.
 Toothbrushes.
 Toilet preparations (excluding soap) not in tin or lead containers and not containing more than 1 per cent of glycerin.
 Toys.
 Trimmings, silk.
 Truffles, fresh or preserved.
 Typewriters and spare parts and accessories, except typewriter ribbons not cut for use, and except ribbons over 2 inches wide.
 Wall paper.
 Wines.

(3) Prospective importers in European Holland should obtain from the Netherlands Overseas Trust Co. an import certificate.

Upon receipt of the certificate the importer should notify the prospective exporter that such a certificate has been obtained and advise him of the serial number thereof. The exporter should thereupon apply to the War Trade Board, Bureau of Exports, Washington, D. C., for an export license, using Application Form X and such supplemental information sheets concerning the commodity as are required, and, in addition, furnish on Supplemental Sheet X-102, the gross weight of the proposed shipment and the serial number of the import certificate of the Netherlands Overseas Trust Co.

All shipments to European Holland except those consigned to the Government of the Netherlands must be consigned directly to and only to the Netherlands Overseas Trust Co. (W. T. B. R. 77, Mar. 15, 1918).

(4) In the case of proposed shipments to Denmark, the prospective importer abroad first should obtain an import certificate from the Merchants' Guild of Copenhagen or the Danish Chamber of Manufacturers. When this certificate is received, the prospective importer should advise the exporter in the United States of the serial number. Application for export licenses should be made on Application Form X, and the applicant should attach thereto the appropriate supplemental information sheets and also Supplemental Information Sheet X-105, upon which should be noted the Merchants' Guild of Copenhagen or the Danish Chamber of Manufacturers' import certificate serial number. Such shipments need not be consigned to the Merchants' Guild of Copenhagen or the Danish Chamber of Manufacturers, but may be consigned to an individual.

(5) Licenses will be valid only for shipment on vessels flying the flag of the country to which commodities are destined.

FINANCING SHIPMENTS TO PORTUGAL

[Consul General Will L. Lowrie, Lisbon.]

Two commodities, cotton and tin plate, are in great demand for use in textile mills and food-canning factories. The usual method of purchase is as follows:

An importer wishes to place an order with an American house for \$100,000 worth of merchandise. He arranges with a local bank to cable credit for this amount to its correspondent in the United States. Payment for the merchandise is made against shipping documents that are forwarded direct to the Lisbon bank. The importer may not have any money on deposit in the bank, which is fully protected by the documents. Managers of the financial institutions here are familiar with local demands for various classes of merchandise and know they take no risks even if the purchaser should not be able to take over the shipment, for they are protected by the value of the goods. Briefly, the American bank pays for the goods against the credit opened by the Portuguese bank and the importer pays the \$100,000, plus other expenses, for them when he takes up the shipping documents. As there are frequent delays in shipment of goods, due to various causes—lack of cargo space, export licenses, etc.—an accumulation of credits takes place. This quite recently reached an estimated sum of \$30,000,000. As soon as a cargo of freight from the United States is removed from the local customs a certain amount of credit is released by the payments made to the banks, but at times there exists a scarcity of workable credits.

JAPANESE SHIPS FOR AUSTRALIAN TRADE.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia.]

To take care of the increasing trade between Japan and Australia, Nippon Yusen Kaisha (Ltd.) announces that it will place the steamers *Yawata Maru* and *Kumano Maru* in the Australian trade.

A fleet of 30 vessels is being planned for Osaka Shosen Kaisha for the Australian trade, and some of these vessels are now under construction at the Osaka Iron Works. The total tonnage of these 30 ships will be 300,000 dead weight.

Increased Use of Typewriters in Japan.

The imports of typewriters and parts into Japan have increased from a value of \$25,927 for 1915 and \$70,663 for 1916 to \$126,796 for 1917, and practically all were imported from the United States. Consul Robert Frazer, of Kobe, reports that Japan is enjoying an enormous expansion of foreign trade and the necessity of using typewriters in their foreign correspondence has become apparent to most of the Japanese trading firms.

COMBINE OF COOPERATIVE FARMING ASSOCIATIONS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 28.]

There has been a very important fusion of cooperative farming and commercial associations in New Zealand, under the style of the Farmers' Cooperative Wholesale Federation (New Zealand) (Ltd.), with headquarters at Christchurch. The total subscribed capital of the nine associations in this combine is \$8,904,600, with an authorized capital of \$15,378,140, and reserve funds amounting to \$1,504,907, while the annual volume of business is given at \$47,766,771. These are some of the strong farmers organizations in New Zealand, and this federation should be a large importer of farm machinery, implements accessories, and general farm supplies.

[A report on the federation of New Zealand farmers' associations was published in *COMMERCE REPORTS* for June 15, 1917.]

PROCEDURE FOR SHIPMENTS TO OR THROUGH CERTAIN COUNTRIES.

(1) The War Trade Board, after consultation with the United States Food Administration, the United States War Industries Board, and the War Missions of the respective European Allied Governments, announces in a new ruling, W. T. B. R. 184, the adoption of a simplified procedure, effective August 12, 1918, for the issuance of export licenses for shipments which are—

- (a) Destined to the United Kingdom, France, Italy, or Belgium (excluding their colonies, possessions, and protectorates), either directly or by way of any other country or colony; or
- (b) Destined to any country or colony by way of the United Kingdom, France, Italy, or Belgium, excepting shipments destined to Switzerland by way of France or Italy.

(2) The purposes of the new procedure are to save ship tonnage and to prevent the useless consumption of material and labor by preventing the manufacture of articles which may not be exported or which the Government of the country of destination does not wish to have imported.

(3) War Trade Board ruling 104, dated May 13, 1918, describing the old procedure, will be rescinded and superseded by this new procedure on August 12, 1918. Applications filed prior to that date in accordance with the old procedure will be accepted for consideration.

(4) Applications for licenses filed on and after August 12, 1918, to export any commodity to the destinations and in the manner mentioned above in paragraphs (a) and (b), will be refused if the applicant, subsequently to August 12, 1918, and prior to the issuance of the license applied for, shall purchase or otherwise acquire or commence to manufacture or produce or fit the articles specified in the application for the fulfillment of a specific export order.

(5) On and after August 12, 1918, applications for licenses to export any commodity to the destinations and in the manner mentioned above in paragraphs (a) and (b) must include one of each of the following papers, properly executed:

(a) An application on Form X, to which should be attached

(b) Such supplemental information sheets as may be required by the rules and regulations of the War Trade Board to be used in connection with shipments of certain commodities or shipments to certain countries (as Form X-1, X-2, etc.).

(c) A new supplemental information sheet, Form X-115.

(6) In Form X-115 the applicant is required to give certain information and to make certain agreements in conformity with the purposes above mentioned. Applicants must also show thereon that permission to import or purchase (if required) has been duly granted by the Government of the Allied country to or through which the shipment is to be made. Applications for licenses to export to France must have attached thereto a copy of the French Government "attestation."

(7) Applications filed with X-115 attached should be mailed directly to the War Trade Board, Washington, D. C. They will then be referred by the War Trade Board to the War Mission of the Allied country, to or through which the shipment is to be made, and to the United States War Industries Board or to the United States Food Administration, if necessary, and these applications will be considered by the War Trade Board in accordance with its rules and regulations. This will relieve applicants for export licenses from the necessity of applying to the War Missions, to the War Industries Board, or to the Food Administration, as required by War Trade Board Ruling No. 104.

(8) Export licenses issued under this procedure will be valid for 90 days. In unusual cases the War Trade Board will grant licenses for longer periods if from the nature of the business a real necessity is shown to exist for the issuance of such licenses.

(9) Reapplications for licenses to take the place of expiring or expired licenses, issued either under the revised procedure above described or under the procedure announced in War Trade Board Ruling 104, dated May 13, 1918, should include the papers men-

tioned in paragraph (5) above as necessary for an original application, with the exception that Form X-115 should be omitted and Form X-8 (as revised on Aug. 1, 1918) should be added.

(10) It is the policy of the War Trade Board to discourage and prevent exporters purchasing, manufacturing, or producing articles for the fulfillment of specific export orders until an appropriate export license has been issued. The attention of the War Trade Board has been directed to a number of instances in which manufacturers before obtaining export licenses have made articles for specific export orders which were useless for domestic consumption, but which under the regulations of the War Trade Board could not be exported. It is essential for the proper conservation of commodities in the United States that this practice be stopped, and it is the purpose of the War Trade Board to refuse licenses to exporters who violate this policy.

RAILWAY TO DEVELOP PAPUA INDUSTRIES.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia.]

A project involving the construction of a light railway, 18 miles in length, to connect Port Moresby (Papua) with the Laloki River, to serve a copper mining enterprise, is being considered. It is represented that such a line would also serve several rubber, coconut, and sisal hemp plantations. Before the war the Government had decided to spend £35,000 on the construction of this line, but the project was temporarily abandoned on account of the war.

The minister for home and territories has also authorized the harnessing of Rona Falls, on the Laloki River, for the purpose of generating electric current for mining purposes.

DEVELOPMENT OF JAPANESE DYE INDUSTRIES.

[Consul General George H. Scidmore, Yokohama.]

Japanese dyestuff manufacturers have well developed their business since the war began, according to the Japan Advertiser. Their factories number more than 100, exclusive of small ones turning out inferior goods, and the total amount of investment is said to be more than 15,000,000 yen (\$7,470,000). However, the domestic market is still dependent largely on supplies from Germany, France, and America. After the war only part of the manufacturers and part of their products may be able to hold their own against the invasion of foreign manufacturers.

In view of this condition of their line and also of the Government investigations now conducted into the advisability of protecting the industries against foreign competition after the war, some leading manufacturers of dyestuffs here have started the discussion of a plan to request the authorities to erect a high tariff wall around the Empire and help the further development of the dyestuff industry in Japan. It is believed that soon the request will be made in some form.

The Inabata Dyestuff House reports regarding the ruling situation in the Tokyo market that the supplies from overseas are precarious now, but during the past few days a somewhat big stock of American stuffs has arrived and for the present demand may be met easily. Prices are, however, not weak on that score.

ANALYSIS OF THE FOREIGN COMMERCE FOR FISCAL YEAR.

The usual monthly statement of the foreign trade of the United States has just been completed by the Bureau of Foreign and Domestic Commerce, Department of Commerce. The imports and exports by great groups during the month of June, 1918, and the 12 months ended June, 1918, are presented in the following statement:

Groups.	Month of June—		12 months ended June—	
	1918	1917	1918	1917
IMPORTS.				
Crude materials for use in manufacturing.....	\$103,916,412	\$130,557,029	\$1,227,283,280	\$1,109,701,565
Foodstuffs in crude condition and food animals.....	31,986,662	89,133,826	372,681,751	335,573,042
Foodstuffs partly or wholly manufactured.....	39,631,327	37,473,713	380,338,011	343,435,475
Manufactures for further use in manufacturing.....	53,193,618	58,469,651	552,058,236	477,730,509
Manufactures ready for consumption.....	30,912,021	40,192,123	394,671,791	377,256,553
Miscellaneous.....	710,031	796,597	19,026,334	15,655,041
Total imports.....	260,350,071	306,622,939	2,946,059,403	2,659,355,185
EXPORTS.				
Crude materials for use in manufacturing.....	72,870,823	47,532,841	897,328,794	731,990,339
Foodstuffs in crude condition and food animals.....	19,609,939	66,762,908	375,541,940	531,866,009
Foodstuffs partly or wholly manufactured.....	130,393,974	79,110,082	1,153,448,051	737,795,334
Manufactures for further use in manufacturing.....	87,082,009	121,021,930	1,203,916,333	1,191,262,523
Manufactures ready for consumption.....	164,824,783	248,049,153	2,191,137,089	2,942,577,415
Miscellaneous.....	1,397,028	4,596,465	25,787,471	91,672,430
Total domestic exports.....	476,178,556	567,063,379	5,847,159,678	6,227,164,050
Foreign merchandise exported.....	8,273,051	6,404,410	81,125,963	62,884,344
Total exports.....	484,451,607	573,467,789	5,928,285,641	6,290,048,394

Exports of principal items under the heading "Miscellaneous" for June, 1918, were: Horses, \$982,609; mules, \$299,877; and seeds, \$90,927; and for 12 months ended June, 1918: Horses, \$14,923,663; mules, \$4,885,406; and seeds, \$5,500,305.

BRITISH GOVERNMENT CONTROLS PRICES OF WOOLEN RAGS.

[Consul Percival Gassett, Leeds, July 10.]

Up to the present the British Government has been using about 40 per cent of the rags coming into the Dewsbury district for remaking into army clothing, but owing to the present shortage of wool all the rags available in the country must be used, as there are practically no imports, and in order that prices should not be inflated above present levels, which are excessively high—in some classes of material as much as 800 per cent over normal or prewar prices—it was decided on July 8 by the Director of Wool Textile Production, in conjunction with the rag merchants of the Dewsbury district, to control the prices of rags and shoddies at the prices prevailing on March 30 last. These will be determined by the committee shortly to be appointed.

The British Government has the option of purchasing any rags in the country at these prices, the main object of the plan being to

conserve the supply of rags, which is steadily decreasing owing to the large number of civilians from whom all clothes had been formerly obtained, as well as collectors of rags, having been called up for military service.

Rag Control Scheme.

In order to secure adequate supplies of shoddy for Government purposes, the following is the scheme that is shortly to be brought into operation:

1. A committee shall be set up to advise the department in regard to woolen rag and shoddy supplies.
2. The Director of Wool Textile Production may at any time prohibit the use of any grade of woolen rags, except for Government purposes, after consultation with the committee.
3. The Director of Wool Textile Production will issue permits for the use of the prohibited grades for other than Government purposes.
4. Manufacturers of shoddy shall purchase rags through ordinary trade channels.
5. The Director of Wool Textile Production may at any time require any holder of stocks or rags or shoddy to make a return of such stocks as shall be named, and he may, if necessary, requisition for Government purposes any stocks of woolen rags or shoddy. Stocks shall be requisitioned at prices based on values shown in a schedule of prices ruling on March 30, 1918.
6. The Director of Wool Textile Production may, after one month's notice, vary the schedule of prices in consultation with the committee, but the prices may not be increased above the prices of March 30, 1918. Any dispute as to any particular lot shall be decided by the Director of Wool Textile Production on the advice of the committee.

Prices will be fixed for rags both for military and civil purposes, but the question of the use of rags for the civil trade will be a matter for the committee, set up by the board, to decide.

RAILWAYS OF MEXICO.

[Prepared by the Latin American Division, Bureau of Foreign and Domestic Commerce.]

As in most of the Latin American countries the railroads of Mexico have been built, each one for some special purpose, with little regard to any general plan. Consequently, in some parts of the country two or more roads compete for traffic that is scarcely sufficient to support one, while rich mineral and agricultural sections remain undeveloped because of their isolation. Acapulco, the best natural harbor of Mexico and the natural outlet for a rich section of the country, is little used because it lacks railroad connections with the interior.

In 1912 approximately \$1,057,770,000 American capital was invested in Mexico, \$321,302,800 English, and \$143,466,000 French. Of the American capital \$235,464,000 was invested in railway stocks and \$408,926,000 in railway bonds; \$81,237,800 English capital in railway stocks, and \$87,680,000 in railway bonds; \$17,000,000 French capital in railway bonds; \$125,440,000 Mexican capital in railway stocks, and \$12,275,000 in railway bonds; \$75,000 from other countries in stocks, and \$38,535,380 in bonds.

Under the Diaz Government concessions granted to private companies for railroad construction provided for the automatic return of the roads to the Government after a stated period, usually 90 years, upon the payment by the Government of compensation for rolling stock, buildings, and materials on hand at the date of the transfer.

In 1903 the Government began to buy controlling interests in three of the most important railways of the country, and in 1909 united

these three lines under the name of the National Railways of Mexico. This company, in which the Government owned 50.3 per cent of the stock, was gradually extended to include other roads, until it became by far the most important system of the country. Since 1914 this system and practically all the privately owned lines have been taken over and operated by the Government under the name of the Constitutionalist Railways of Mexico.

National Railways of Mexico.

This company owns 6,818 miles of track and controls an additional 1,220 miles. The following roads are owned: The old National Railway, 803 miles in length, extends from Laredo, on the northern border, to Mexico City, traversing Nuevo Leon and San Luis Potosi, and is the only outlet for mining districts from which zinc and lead are now being exported to the United States. From Monterey a branch extends to Matamoros on the border and a second branch west to Torreon. The Mexican Central extends from Ciudad Juarez on the border across the great central uplands to Mexico City and has numerous branches. One of these extends to Tampico and connects with the Laredo line at San Luis Potosi. A second branch extends to Manzanillo on the Pacific. The Mexican International Railway extends from Ciudad Porfirio Diaz south through the State of Coahuila, and then east to Monterey and west to Durango. According to a recent report construction work has been resumed on the branch from Durango to Mazatlan, opening up a new timber region from which crossties may be obtained. The same report states that construction work has been begun on a new station in Durango, and that an extension of the road running northwest from Durango is to be built to Guanacevi, a mining camp. The line from Durango to Canitas was opened for traffic May 15, 1918, since which date there has been daily train service. At Canitas connections are made with the Mexican Central from Torreon to Mexico City, the entire trip requiring about 36 hours. The Vera Cruz and Isthmus road connects the port of Vera Cruz with the Tehuantepec Railway. The Pan American Railway extends from a station on the Tehuantepec Railway along the Pacific coastal plain to a point on the Guatemalan border.

The Interoceanic and the Mexican Southern are owned by British interests, but are controlled by the Government and form part of the National Railways System. The Interoceanic Railway runs from Vera Cruz to Mexico City. The Mexican Southern runs from the city of Puebla through the State of Oaxaca to the city of Oaxaca and some 60 miles farther to Ejutla.

The following table is a comparison of the amounts of rolling stock belonging to the National Railways of Mexico June 30, 1913, and rolling stock belonging to the Constitutionalist Railways, 1916.

	National railways, 1913.		Constitutionalist railways, 1916.	
	Standard gauge.	Narrow gauge.	Standard gauge.	Narrow gauge.
Passenger coaches.....number.....	435	118	414	101
Freight cars.....do.....	16,661	1,831	12,222	1,397

The number of locomotives (gauge not specified) was 729 for the National Railways and 679 for the Constitutionalist Railways.

Repairs Necessary to Property of National Railways.

Only those repairs absolutely necessary to the continuance of traffic have been made to National Railways property and consequently most of the rolling stock included in the above figures for 1916 is in poor condition. In a report presented by Señor Pani, Director General of the Constitutionalist Railways, to the chairman of the Board of Directors of the National Railways, June 30, 1916, the following estimates are given of the costs of repairs needed on National Railways property:

	Pesos.
Tracks (includes purchase of 16,080 crossties, 86,671 tons of rails, accessories and tools)-----	27, 393, 617
Buildings (repairing and reconstructing)-----	2, 774, 000
Signal, water, and fuel stations (repairing and reconstructing)----	769, 000
Loading platforms, fences, and other small structures-----	379, 000
Bridges-----	8, 558, 048
Rolling stock (to replace that destroyed or condemned during revolution, 5,000,000 pesos; to repair that now in use, 4,000,000 pesos)-----	9, 000, 000
Total -----	31, 873, 665

The net earnings of the National Railways Co. were \$21,126,335 Mexican currency in 1912-13 and only \$2,286,609 in 1913-14. Dividend and interest payments ceased in 1914, when the company property was taken over by the Government. According to Señor Pani's report made in 1916, the matured debt of the National Railways June 30, 1916, was \$53,964,350 United States currency. The amount of interest due on the company's obligations and on operating expenses for the year was 22,770,199 Mexican silver pesos.¹ Credits were 899,986 pesos, leaving the amount due for these items 21,670,213 pesos.

Mexican Railway.—This system has 520 miles of track, including the main lines from Vera Cruz to Mexico City and several branch lines. With the exception of the short period between September 1, 1916, and March 31, 1917, the property of the company has been under the control of the Mexican Government since November, 1914.

Tehuantepec Railway.—This company owns the line (184 miles of track) which crosses the isthmus from Puerto Mexico on the Atlantic to Salina Cruz on the Pacific, and also completed port works on both coasts. Before the revolution S. Pearson & Co., of London, the builders of the road and port works, and the Mexican Government were partners in this company, each with an equal amount of capital invested. The property was taken over by the Government in April, 1917; and in December, 1917, Congress passed a decree authorizing the President to dissolve the contract with S. Pearson & Son and stating the amount to be paid for the property: 4,000,000 pesos in the form of special bonds issued by the secretary of the treasury, bearing an annual interest not to exceed 5 per cent and payable after 36 years, is to be paid for the acquisition of the property, and an addi-

¹ Since, as has been stated, the Government took over the lines of the National Railways Co. in 1914, the company's report of June 30, 1916, shows no operating expenses except the minor item of the maintenance of its offices in New York, London, and Mexico to look after the interests of the stockholders.

tional 3,500,000 pesos indemnity for losses sustained during the revolution.

Mexico Northwestern.—This company is incorporated under the laws of Canada and controls various lumber mills and timber land in northern Mexico as well as 512 miles of track, 370 of which it owns. The Mexican Northwestern Railway runs from Ciudad Juarez to Chihuahua and is reported to have suffered more from the revolution than any other road in Mexico.

The Southern Pacific of Mexico.—This road is owned by the Southern Pacific of the United States and has approximately 1,000 miles of track. The main line extends from Nogales, Ariz., southward through the State of Sonora and down the west coast to Tepic, from which point it is eventually to go to Guadalajara and Mexico City. The road was not taken over by the Mexican Government until 1917. The company suffered considerably between 1910 and 1913, the traffic loss for this period being estimated at 6,000,000 pesos, and the cost of maintaining the property during the same period 1,020,000 pesos in excess of the revenue collected. The capital stock of the company is \$75,000,000 authorized.

Mexican Southern.—The whole of the company's undertaking has been leased to the Interoceanic Railway since January, 1910.

United Railways of Yucatan.—This company was incorporated under the laws of Mexico in 1902. Since 1914 the road has been operated directly by the local government of the State of Yucatan in conjunction with the Compania de Fomento del Sureste. The company has lines from Merida to Progreso and Campeche and from Merida east and south through the State of Yucatan. The company has a share capital of 23,000,000 pesos and £825,000 sterling first mortgage 5 per cent redeemable gold bonds issued in London. Net revenue for 1912 was \$1,447,937.

There were 500 miles of railway operating on schedule time January, 1918, in the consular district of Progreso, which included most of the peninsula of Yucatan, and the trackage was reported to be in good condition, although it had had little care. The rolling stock, however, was reported to be badly in need of repair. This road is now the only one operating on the peninsula and the company has several extensions planned, one of which is to connect with the Isthmus of Tehuantepec road.

CEREAL CULTIVATION IN MACEDONIA AFTER THE WAR.

[Consul General George Horton, Saloniki, Greece, June 25.]

The possibility of reclaiming the uncultivated lands of Macedonia after the war and utilizing them for wheat and other cereals is a question that is attracting the attention of the many agricultural experts that have come to this region with the Allied Armies. The French, especially, are giving much attention to the subject. Only a part of the soil of Macedonia has been cultivated in modern times, and that with very rudimentary means. Macedonia should become again that which it was in antiquity—the granary of the Balkans.

Efforts Made Against Marsh Fever.

Many of the soldiers here, of all nationalities represented, are planning to establish themselves here and take up agriculture after the war is over. They have seen how rich the soil is and what won-

derful results it produces with inadequate means. According to the experts who have studied the subject, it would not be wise to encourage European immigration until three problems are solved:

1. How to deal with marsh fever. This scourge has done as much toward devastating the country as years of war. Fortunately, Macedonia, which will be benefited in many ways by the presence of the Allied Armies, will also have the benefit of the strenuous efforts which are being made to combat fever. Much has already been done, and after the war there is no doubt a durable and efficient organization will remain whose duty it will be to solve definitely this problem. Much is hoped for from the collaboration of the Americans, whose drastic and successful fight against fever at Panama has excited the attention of experts the world over. The French, also, have greatly alleviated conditions in Algeria that were formerly very bad.

Improved Living Conditions Necessary—Modern Farm Implements.

2. Amelioration of the condition of the inhabitants and betterment of their dwellings and sanitary surroundings. The people of the country have lived for centuries amid very insanitary conditions. They have labored with the most primitive tools and have rarely been sure of enjoying the fruits of their toil; yet they must furnish the main body of laborers for the cultivation and redemption of Macedonia, being inured to climatic conditions.

3. The introduction, as far as possible, of motor and tractor implements, which would render labor easier in this trying climate and would solve to a great extent the question of obtaining a sufficient number of hands. American tractor implements are already being used here with great success by the French and British Armies, and recently a strong American Red Cross detachment has arrived, with the purpose of cultivating the extensive plains south of Monastir. American tractor implements, thus introduced, should play a great rôle in the redemption of Macedonia. There is also much good water power in the country that is only waiting to be developed.

Present Crop of Cereals Small.

According to the testimony of the principal grain merchants, the annual crop of cereals of the three vilayets (provinces) of Monastir, Kossovo, and Saloniki, in the years preceding 1890, was from 500,000 to 700,000 tons.

Since that period several things, chief among which were insecure conditions and emigration of laborers, have caused the yield to drop to 100,000 tons. With modern methods put in force and with the draining of certain plains, now marshy, it is estimated that the region under consideration should yield at least 1,500,000 tons of the principal grains.

OBJECTS OF RUSSO-AMERICAN COMMITTEE FOR FAR EAST.

The Russo-American Committee for the Far East, whose foundation was announced in *COMMERCE REPORTS* for January 30, 1918, has issued a circular of information, in which the purposes of the organization are stated as follows: (1) To ascertain and collect all possible information about trade, industry, mining, fishing, agriculture, etc.,

in the Russian Far East and to supply same to its American members; (2) to do the same in respect of American capital, industry, and trade with a view of supplying same to its Russian members; (3) to act as representatives, translators, and interpreters for Russians and Americans in their business and other relations; (4) to establish in Vladivostok an up-to-date inquiry office, able to supply reliable information by letter or to personal visitors on any subject connected with the Russian Far East; (5) to establish showrooms for Russian and American samples of agriculture, fishing, and other products, articles of industry, etc.; (6) to establish branches and appoint agents and representatives in other towns of the Russian Far East for the same purpose; (7) to meet and assist with practical advice American visitors coming to Vladivostok on business or for study; (8) to do everything for the promotion of friendly and business intercourse between the two nations for their mutual and general progress.

All American business men, associations, corporations, societies, etc., and all those interested in the Russian Far East are invited to become members of the committee. The annual dues for ordinary membership are \$10; for business men and firms, \$50; and for associations, corporations, and organizations connected with business, trade, or industry, \$100. The dues are payable in advance to the credit of the committee's account with the Crocker National Bank, San Francisco.

MACEDONIAN SKIN AND FUR PRODUCTION.

[Consul General George Horton, Saloniki, Greece, June 26.]

Saloniki is the point from which all the skins and hides produced in Macedonia and even in Albania are exported to foreign markets. The most important hides produced in this region are lamb, kid, sheep, and goat, which are produced in the following approximate numbers yearly: Lamb, 260,000; kid, 300,000; sheep, 125,000; and goat, 155,000. In addition, the following number of skins of wild animals are exported: Hare, 200,000; fox, 10,000; wild cat, 2,000; badger, 3,000; martin, 5,000; otter, 500; wolf, 600; and jackal, 2,000.

The total value of the skins exported annually is from \$800,000 to \$900,000. Goat and lamb skins are bought from the shepherds in July and October, and sheepskins in November. They are sent by the dealers to Saloniki and stored here for exportation. Some of the skins of wild animals are made up into garments here, but several of the dealers have branches in New York to whom they send the crude skins. A large number of skins are made into coats for the use of army officers and chauffeurs.

Between 30,000 and 40,000 tons of naphthaline are used annually for the preservation of these skins in the Saloniki depots, the most of which was furnished before the war by Germany.

Before the war about three-fourths of the lamb and sheep skins and the major portion of the remaining skins and furs were sent to Austria and Germany. These markets now being closed, such skins and furs as are being exported are seeking the markets of Italy and the United States.

If you buy War-Savings Stamps, you also help your country.

AFFORESTATION ENTERPRISES IN SOUTHEASTERN MANCHURIA.

[Consul John K. Davis, Antung, China, June 8.]

During the early spring months of 1918 extensive efforts toward afforestation have been conducted by the South Manchuria Railway Co. in southeastern Manchuria.

To the north of that part of the Antung Japanese Settlement, which is occupied principally by the employees of this company, a section of fertile bottom land, approximately 20 acres in area, has been converted into a nursery and is in charge of experts. Several other smaller nurseries are also located in the immediate vicinity of Antung, and are receiving careful attention. In these, hundreds of thousands of seedlings, principally of pine, spruce, and several varieties of shade trees, have been set out. In the larger nursery, experiments are also being conducted to ascertain the varieties of tobacco plants best suited to the climate of this section of Manchuria. A large number are being tested, among them several of American origin. While native tobacco has been grown in this district to a limited extent for many years, it is not so valuable a crop as would be secured by the discovery of some better grade species which could stand the rigors of the climate.

Transplanting Process.

In the South Manchuria Railway Co. park, thousands of large trees of many varieties have been set out. In transplanting pines, spruce, and similar trees, a very simple but extremely effective method is used. A trench some two or more feet in width and at a sufficient distance from the trunk to include all important roots is dug around the root of the tree to be moved. From this trench the roots are gradually undermined and the surface soil over them is removed until the root mass, with the earth undisturbed, is in the form of a ball. This is then wrapped around and around in every direction with great lengths of rice straw rope. When this process has been completed the tree can readily be transported for a considerable distance without seriously disturbing even the smaller thread roots. As the rice straw rope rots soon after being buried in the earth, its removal is not necessary when the tree is put in at the desired location.

In the vicinity of the cottages and tenements occupied by the employees of the company, thousands of acacia and other quick-growing trees have been set out. The majority of these are all of good size and will soon furnish considerable shade.

On the hills, which stretch for several miles to the north of the Japanese settlement and the open river frontage under Japanese control, hundreds of thousands of pine and spruce trees have been planted, which, in the course of years, will form small forests.

PRICES OF HORSES IN SCOTLAND.

[Consul H. Abert Johnson, Dundee, July 10.]

As an indication of prevailing conditions in the horse market, the following reference to the annual summer horse market recently held at Inverurie, in the vicinity of Aberdeen, is of interest:

The annual summer horse market was held at Inverurie yesterday. There was a large attendance of farmers and dealers, but only about 120 horses were stanced, although Mr. Allan, Ardmuro, exposed a considerable additional num-

ber at his stables in the town. In normal times the turnout used to range from 300 to 400. Compared with the tremendously inflated demand and prices which have ruled for some time, business was considered slightly easier. Nevertheless, great prices prevailed, and most of the animals were sold. The finest class of fully-developed Clydesdales realized from \$633 to \$803 and in one extreme case to \$925, which was obtained for a superior chestnut gelding. Horses of lighter build, or rough physique, or not matured, from \$300 to \$584; and the younger growing classes from \$195 to \$340. Large roadsters brought \$292 to \$340; cobs and medium-sized light-legged animals, \$146 to \$243; and smaller ponies, \$48 to \$121; half-worn and aged horses \$105 and downwards.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 5355.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., and firms desiring to submit proposals should give schedule numbers for furnishing the following: Schedule 1880, gravel, coarse concrete sand, and broken stone; schedule 1885, oxy-acetylene plant, compressors and generators; schedule 1891, polished bronze antirattles, straight spring balances, one-quart five-gallon tin paint cans, screen door, etc., cupboard catches, steel straight-link coil, brass-tied wire, "Triumph," plumber's, steamboat, safety, bicycle sprocket, and window-sash chain; galvanized steel wire-rope clips, copper bronze-brass wire cloth, cast-iron sash fasteners, chest and drawer handles, steel, brass, and bronze hasps and staples, hinge, flat, etc., hasps, barrel, coat and hat, ceiling, screw, screw eye, shark, snap-bolt, etc., hooks, gate, wire and brass hooks and eyes, bronze screw knobs, night latches, and drop-leaf links; schedule 1895, foundry bellows, cold blacksmith's chisels, square blacksmith's flatters, bottom and top fullers, square shank blacksmith's hardies, blacksmith's chain punches, baker's, steelyards, counter, crane, suspension, platform, folding, and unfolding scales, blacksmith's handles side sets, blacksmith's sledges, blacksmith's swages, boiler maker's boot or bending tools, blacksmith's forge tools, blacksmith's heading tools, and blacksmith's tongs; schedule 1896, scoop, molder's and coaling shovels, and tube expanders; schedule 1897, wire boiler-tube brushes, hydraulic turbine tube cleaners, water-gauge glasses, boiler-tube scrapers and wood handle, brass oil syringes; schedule 1898, kerosene oil; schedule 1899, plain tool and cutter grinders, 8-foot lathes, bolt-thread machine, vertical boring machines, horizontal boring and drilling machines, sensitive vertical boring machines, core-box machine, universal and plain double-arm milling machines, single spindle shaping machine, 4, 8, and 12 inch slotter machines, tool-grinding machine, 22 and 28 inch drill presses, two and three spindle drill presses, half universal radial drill press, and trimming presses; schedule 1900, deck-lighting fixtures; schedule 1901, automatic screw machines, pillar cranked back-gear shapers, and 48 inches wide by 8 or 12 feet long planers; schedule 1902, automobile ambulance; schedule 1903, water-closet bowls, brass fuller pattern cocks, water-closet tank, supply, etc., cocks, lavatory soap cups, cast brass and iron floor drains, vitreous-ware shore lavatories, and brass plumbing fixture traps; schedule 1904, earthenware, copper, and porcelain lined wash basins, wash basin and farring nickel-plated brass catches, distributing cocks, urinal stop cocks, stateroom crockery, ewers, jars, etc., enameled steel soap dishes, copper stateroom water ewers, lavatory water heaters, roll toilet-paper holders, comb-and-brush, soap dish, etc., holders, lavatories with pedal attachment; porcelain ship lavatories, brass towel racks, brass flat and round rings, rain, bath, and heads showers, brass heads showers, oak bath-tub seats, rubber basin stoppers, enameled cast-iron bath tubs, individual, porcelain, etc., urinals, composition, water-heater, controlling valves, water-closet, flush, etc., valves with elbows, and ship, pump, etc., water-closet.

Pipe line, No. 5356.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 12, 1918, for a 6-inch flexible joint submerged pipe line at the Naval Training Station, San Francisco, Cal. Refer to Specifications No. 3203.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural supplies.....	27272	Perfumery.....	27273
Aviation supplies.....	27273	Provisions.....	27269
Buckles.....	27268	Publications.....	27270
Building sundries.....	27270	Rolling stock.....	27273
Canned goods.....	27269	Rubber goods.....	27269
Check-writing devices.....	27270	Safety pins.....	27268
Dry goods.....	27271	Scissors.....	27268
Electrical appliances.....	27273	Snap fasteners.....	27268
Garter webblings.....	27271	Window fasteners.....	27270
Inventions and patents.....	27273	Wines.....	27273
Machinery.....	27267, 27270, 27273	Soap.....	27269
Metals.....	27273	Paper.....	27266

27266.†—A company in Australia desires to purchase or secure an agency for the sale of writing, printing, and wrapping paper, as follows: Cream-laid writing paper in shipments of 100 tons, supercalendered magazine paper in 50-ton shipments, fine white newspaper in 200-ton shipments, cream-wove bank paper in 50-ton shipments, gummed paper in 10-ton shipments, and other kinds of papers. The company pays cash in London in exchange for shipping documents, but will make other arrangements should this method not be satisfactory. Reference.

27267.‡—A man in western Australia wishes to be placed in communication with American manufacturers and exporters of machinery for the manufacture of corrugated or crinkled paper covers or wrappers for bottles. Full information in regard to total cost of machinery landed in Australia or on board ship in United States, approximate output of machinery, labor required, driving power required, conditions of payment, etc. The machinery must not be of German or enemy origin.

27268.*—An agency is desired by a firm in Spain for the sale of snap fasteners, safety pins, waistcoat and trouser buckles, and scissors. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27269.†—An agency in Switzerland desires to represent American manufacturers and exporters of provisions, canned goods, soap, rubber goods, etc. Swiss Government certificates will be furnished, which will secure necessary ocean tonnage. Correspondence may be in English. References.

27270.‡—A man in Australia desires to secure agencies for the sale of publications of different kinds, envelope-sealing machines, protective check-writing devices, window fasteners, knobs, locks, and building sundries in general. He will consider any other good line of merchandise. References.

27271.*—An agency is desired by a man in Spain for the sale of garter webblings and dry goods in general. Correspondence may be in English. Reference.

27272.*—A cooperative society in South Africa desires to be placed in communication with American manufacturers of agricultural implements and machinery who would like to be exclusively represented in that country.

27273.*—A firm in Switzerland desires to secure agencies for the sale of wines, perfumery, metals, machinery, aviation supplies, automobiles, rolling stock, agricultural supplies, electrical appliances, inventions, patents, and all other articles pertaining to the articles mentioned. References.

COMMERCE REPORTS



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DEPARTMENT OF COMMERCE



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1918

CONTENTS.

	Page.		Page.
War Trade Board rulings.....	465	Mexican decree relative to sinking of oil wells.....	467
Six months' figures of the Hull oil and seed trade.....	466	Why special export packing is needed.....	468
First rivetless vessel launched in Great Britain.....	467	Thanking the trade organizations.....	468
		Pertinent facts about Burma.....	469

WAR TRADE BOARD RULINGS.

CERTAIN IMPORTATIONS OF MINERAL WATERS PERMITTED.

List of Restricted Imports No. 1 (item 70) has been so amended in a new ruling of the War Trade Board (No. 182) as to permit the importation of mineral waters from France, the United Kingdom, and Italy, when shipped from a convenient port where loading can be done without delay.

IMPORTS FROM HAITI AND SANTO DOMINGO.

By a new ruling of the War Trade Board (W. T. B. R. No. 186) licenses may hereafter be issued freely for the importation from Haiti and Santo Domingo upon transports maintained by the United States Navy of all products which have originated in these Republics.

SAUSAGE CASINGS MAY BE IMPORTED UNDER CERTAIN CONDITIONS.

The War Trade Board has, by a new ruling (W. T. B. R. No. 183), amended List of Restricted Imports No. 2 (item 117) so as to provide that sausage casings may be imported from the United Kingdom, France, or Italy, but only when such shipments come forward from a convenient port and when they are loaded without delay.

IMPORT LICENSES FOR SUGAR, WHEAT, AND WHEAT PRODUCTS.

For the purposes of facilitating the enforcement, in the States along the Canadian border, of the regulations of the Food Administration with respect to sales of sugar, wheat, and wheat products the War Trade Board has issued the following ruling (W. T. B. R. 181):

On and after August 1, 1918, sugar, wheat, and wheat products may not be imported into the United States except under an individual import license issued by the War Trade Board, and, accordingly, the general license heretofore issued authorizing the importation without individual licenses of small quantities of these commodities has been revoked as of August 1, 1918.

The Canadian authorities have taken similar action by prohibiting the exportation from Canada into the United States of sugar, wheat, and wheat products except under an individual Canadian export license.

NEW IMPORT RULING WITH RESPECT TO COUNTRY OF ORIGIN.

The War Trade Board has issued the following ruling (W. T. B. R. 185) with respect to the origin of those articles included in the lists of restricted imports which, under certain conditions, may be

imported from Canada or Mexico or from convenient European or Mediterranean North African ports:

In every case, where it is provided by the import restrictions that licenses may be issued for the importation of restricted articles from Canada or Mexico or convenient European ports or convenient Mediterranean North African ports such licenses shall be issued only when the articles proposed to be imported have originated or, in the customary course of trade, have been manufactured or substantially enhanced in value by manufacturing processes (a) in the case of importations from Canada, in Canada; (b) in the case of importations from Mexico, in Mexico; (c) in the case of importations from convenient European ports and convenient Mediterranean North African ports, in Europe or Mediterranean North Africa.

SIX MONTHS' FIGURES OF THE HULL OIL AND SEED TRADE.

[Consul Homer M. Byington, Hull, England, July 8.]

Imports of oil seeds at Hull for the 27 weeks ending July 2, 1918, compared with the corresponding period of 1917, were as follows according to statistics issued by the Hull Chamber of Commerce:

Seed.	First six months of—		Seed.	First six months of—	
	1917	1918		1917	1918
Linseed.....quarters..	310,559	66,406	Palm kernels.....tons..	32,601	2,173
Rapeseed.....do.....	130,072	12,913	Soya beans.....do.....	13,880	.....
Castor beans.....do.....	83,646	52,445	Peanuts.....do.....	14,564	.....
Cotton seed:					
Egyptian.....tons.....	80,015	17,955			
Other.....do.....	14,583	.....		

• Figures Oil & Color Trades Journal.

NOTE.—Linseed in quarters of 410, 416, and 424 pounds; rapeseed in quarters of 416 and 424 pounds; castor seed in quarters of $\frac{240}{5.38}$ pounds. Ton equals 2,400 pounds.

The total imports of oil seeds for the half year was about 537,000 tons less than for the corresponding months of 1917. During the same period importations of oil cake amounted to 700 tons against 22,857 tons in 1917.

Bombay linseed opened at £30 (\$146) per ton, the Government-controlled maximum price, and has remained the same up to date. There have been no sales in River Plate linseed.

Egyptian cotton seed opened the year at £19 (\$92.46) per ton, the Government-controlled maximum price, where it has remained. There have been no sales in Bombay cotton seed.

Linseed oil has remained at £58 (\$282.26) per ton, the Government-controlled maximum price, throughout the six months.

There have been no sales of refined cottonseed oil reported.

No exports have been recorded.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 403 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FIRST RIVETLESS VESSEL LAUNCHED IN GREAT BRITAIN.

[Consul General Robert P. Skinner, London, July 18.]

The launching has just taken place on the southern coast of England of the first steel vessel built without rivets in a shipyard operated by the Inland Waterways and Docks Section of the Royal Engineers.

It is considered at Lloyds that the production of this vessel may mark an epoch in the shipbuilding industry.

The following details are available on the subject:

Instead of riveting and calking the plates, they are joined together in one process by electric welding. This means that the plates are held together temporarily by bolts, and that the joint is then submitted to local heat by means of an electric arc, so that the two plates are fused together. Though the process itself is not new, as certain auxiliary work on ships has been done by electric welding in the past, considerable developments have been made in the last 12 months, and this is the first time that a vessel has been produced entirely by the new method. Its general adoption would speed up production, more particularly, in the assembly of bulkhead deck structures, fittings, and other interior work. It is computed from the results obtained on this experimental vessel and other Admiralty work that a saving of 20 per cent or possibly 25 per cent could be effected in both time and material.

The United States Shipping Board have been in close touch with this experimental work, with the result that arrangements are in hand for the manufacture of a number of 10,000-ton standard ships, in the production of which "riveters" will become "welders." While the first vessel just launched is rivetless, it is calculated that these large vessels will only have about 2½ per cent of the originally intended number of rivets. It is seen, therefore, that in nearly all circumstances the electric welding process can be satisfactorily used. In the vessel just launched the "shell" up to and including the bottom seam of the bilge plate, is continuously welded inside and out. The cross seams are similarly treated. The outside is continuously welded and the inside "tack" welded. "Tack" welding means welding a short section, say, 3 inches, and then skipping another section of about twice as much. The frames, floors, deck brackets, and nonwater-tight bulkheads are all "tack" welded; the water-tight bulkheads are continuously welded. In the case of the deck plates, "butt" welding (i. e., the plates arranged end to end, without any overlap) has been adopted. In the construction outlined it is considered that a good margin of safety has been allowed.

MEXICAN DECREE RELATIVE TO SINKING OF OIL WELLS.

[Ambassador Henry P. Fletcher, Mexico City, July 23.]

Circular No. 6, issued by the Department of Industry, Commerce, and Labor under date of July 6, relative to permits which in future will be granted for the sinking of oil wells, provides that inasmuch as many persons and companies to whom permits have been issued for sinking oil wells have not begun work thereon or have not finished drilling within a reasonable length of time, it has been decided that in future such permits will be considered as subject to cancellation in case work has not been started within six months from the date of the provisional permit granted by the respective agency, and in case work has not been completed within one year from the same date.

A period of 90 days is stipulated within which to revalidate any permits that may come under either of the two cases described, this period to begin from the date of the circular.

Any permits that may be canceled for any of the reasons stated may be revalidated upon application to the respective agency, which will establish the conditions under which such permits may be renewed.

WHY SPECIAL EXPORT PACKING IS NEEDED.

[Special Agent S. W. Rosenthal.]

That too much care can not be used in packing goods for some interior points in South America is revealed by a brief description of the handling they undergo in a trip from New York to La Paz, Bolivia. As an illustration, 25 cases of envelopes were loaded on a truck in New York and unloaded at the steamship pier. They were then placed on board the steamship and unloaded at Colon, Panama. They were reembarked on a steamer at Colon and transferred to a launch at Mollendo, since there are no piers at this port. They were taken on shore from the launch, transferred to handcars, and taken to the railroad station. They were placed on a freight car and unloaded at Guacì, Lake Titicaca. At Guacì they were placed aboard a steamer and taken to Puno; here they were unloaded from the steamer and placed on the railroad cars which transferred them to La Paz. At La Paz they were carried by Indians to the customer's warehouse.

It is obvious that if merchandise is to be received in La Paz in satisfactory condition the packing must be done with special care. Both merchants and customhouse brokers report that the best preventive for damage and rifling is to pack the merchandise in a stout shipping case, nail metal edging around the ends, and finally paint the edging so that it will show marks if tampered with. This, they report, makes a full proof shipping case.

The marking of cases must also be plain and large enough to be easily made out in the hold of a ship. Numbers should be placed on the invoice and packages, so that if different types of merchandise, such as envelopes, are made in one shipment the inspection of all the goods will not be necessary in order to divide them into different classes for customs purposes.

These facts may be a familiar story to the old and experienced exporter, but they must be given constant attention by the newcomer in our export trade, who is perhaps not so well acquainted with the conditions under which his goods are handled in foreign countries.

THANKING THE TRADE ORGANIZATIONS.

In order to check up and improve its lists of American manufacturers and merchants the Bureau of Foreign and Domestic Commerce recently requested National and State trade organizations whose membership either manufacture, supply, or handle goods for export to submit classified lists of their members. The response made by the trade organizations has been ready and whole-hearted, and I take pleasure in acknowledging it in this manner, rather than by individual letters to the various organizations. The Bureau wants to keep these membership lists up to date and will appreciate lists of additions and changes regularly.

B. S. CUTLER,
Chief of Bureau.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

PERTINENT FACTS ABOUT BURMA.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

This consulate is constantly in receipt of letters from business houses in the United States making inquiry about market conditions in Burma for American products and about products of Burma that may be purchased to advantage by American importers. Therefore the following general information concerning Burma may prove helpful to American importers and exporters.

This consular district consists of the organized Province of Burma and the contiguous States administered by or under the protection of the government of that Province. The total area is 262,616 square miles—almost exactly the same as that of Texas—and the population is 12,115,217 (census of 1911). The density of population is 53 to the square mile.

Although Burma is a Province of the Empire of India, it has little geographical or racial connection with the other Provinces of the Empire and its communication with them is entirely by sea. Physically and ethnologically Burma is a part of Indo-China. It lies entirely within the peninsula of that name and its inhabitants are closely related to the Siamese, the Laotians, the Cambodians, and other inhabitants of that peninsula.

The population of Burma (census of 1911) consists of 7,996,327 Burmese and closely related races; 3,128,677 other related indigenous peoples; 837,570 natives of India, chiefly recent immigrants from Madras and Bengal; 122,838 Chinese; 7,478 other Asiatics; and 21,371 Europeans and Americans. Of this latter number about 450 are American missionaries, oil drillers, and miners. The Indians, Chinese, and Europeans live chiefly in the cities, while the Burmese and other indigenous peoples live in the country. There are 63 census towns of 3,000 inhabitants or over (census of 1911), and the proportion of urban population is 9.3 per cent and is declining. The population of the chief cities is (census of 1911): Rangoon, 293,316; Mandalay, 138,299; Moulmein, 57,587; Akyab, 37,873; Bassein, 37,071; Prome, 26,911; and Tavoy, 25,074.

The Burmese and other indigenous peoples and the Chinese are mainly Buddhist in religion. The Indians are Hindus and Mohammedans.

Topography, Climate, and Resources.

Geographically Burma consists of the delta and drainage systems of the Irrawaddy-Sittang and Lower Salween, the plateaus and mountains on either side of these valleys, and two narrow coastal strips between the mountains and the Bay of Bengal.

The Province extends from a little below 10° to something more than 28° North latitude, about 1,200 miles. The delta and littoral regions are tropical, but the plateaus of the upper Irrawaddy extend north of the tropics, and their latitude and altitude give them a temperate climate. The coastal strips have an average rainfall of about 200 inches, the delta has an average of about 90 inches, a dry zone in the mid-Irrawaddy Valley between 20° and 23° has an average of less than 30 inches, and the plateaus to the north and east receive about 25 inches. In general there are two seasons—rainy from May to October and dry from November to April. The mean monthly temperature of the coast and delta varies from 75° to 85°.

that of the dry zone from 70° to 90°, and that of the northern plateau from 60° to 85° (Fahrenheit).

Burma is a land of great agricultural, forest, and mineral resources. It is one of the richest Provinces of India, and it annually pays about \$12,000,000 into the Imperial treasury. It is difficult to determine the wealth of the country, but exports are to some degree a measure of purchasing power, and the value of Burma's sea-borne exports is, under normal condition, more than \$120,000,000 per year. This is a per capita export of nearly \$10 against \$2.50 for the rest of India, \$3 for French Indo-China, \$7 for Siam, and \$7 for the Philippines.

Rice and Other Products—Number of Industrial Establishments.

The economic welfare of the inhabitants of Burma rests upon a secure foundation. Rice is the staple product. About 65 per cent of the population is engaged in the cultivation of paddy and another 10 per cent in the transportation and milling of that commodity. The average rice crop is nearly 7,000,000 tons. After furnishing the chief article of diet of the native population, about 2,500,000 tons of rice, valued at \$75,000,000, are exported annually, constituting by value over 60 per cent of the total export of Burma. India and other neighboring countries afford a good market. The annual overflow of the delta insures good crops. Crop failures and famines are unknown. Drought, floods, and other natural conditions are only a question of more or less rice for export. Other important vegetable products are sesamum, beans, peanuts, cotton, and tobacco. The output of petroleum products is constantly increasing despite rumors of the exhaustion of the oil fields. Mining is a new industry, and the deposits of wolfram, tin, lead, silver, and zinc are rich and extensive. Burma is the chief center of the teak industry. The production of teak is under control of the Forestry Department, and under present method of exploitation, conservation, and reproduction the supply is said to be inexhaustible.

The annual report of the Indian Factories Act for 1916 reported 516 factories in Burma, of which the principal ones were: 311 rice mills, chiefly in Rangoon, Bassein, Moulmein, and Akyab; 110 saw-mills, chiefly in Rangoon, Moulmein, and Mandalay; 6 petroleum refineries, near Rangoon; 14 cotton presses and 14 oil mills, in the Irrawaddy Valley; 7 iron and brass foundries, mostly in Rangoon; 6 printing presses, at or near Rangoon; 4 ice, mineral, and aerated water factories, at Rangoon; 2 small match factories, 1 small tobacco factory, 1 small sugar factory, 1 small distillery, 4 small flour mills, and 1 small rope factory, besides dock yards and railway workshops.

Distance From Certain Points—Shipping Accommodations.

Rangoon, the metropolis, capital, and chief port, is situated 21 miles inland on the Irrawaddy. It is 776 miles from Calcutta and 1,256 and 1,164 miles, respectively, from Colombo and Singapore. The points of departure for vessels coming from the West and the East. It is 8,162 miles from Liverpool, 4,222 miles from Yokohama, 9,797 miles from New York via Suez, and 8,682 miles from Seattle via Yokohama.

Under normal conditions, Rangoon enjoyed comparatively good transportation service. The Bibby and Patrick Henderson lines, running fortnightly on alternate weeks, afforded weekly passenger and

freight service to Liverpool and London, and the Ellerman, City, and Hall Line gave fortnightly service to the same ports. Several other lines running to neighboring ports made regular connections for ports in various parts of the world. The British India Steam Navigation Co. ran three boats a week to Calcutta, gave weekly service to Madras and to Singapore, and frequent service to Australia and South Africa. At Calcutta and Singapore these boats connected with British, Dutch, or Spanish lines running to Europe, and these in turn connected in the Mediterranean and other European ports with the trans-Atlantic liners running to the United States. The British India Steam Navigation Co., the China Steam Navigation Co., and the Nippon Yusen Kaisha maintained fortnightly service between Calcutta and Yokohama, stopping at Rangoon and Singapore. The Asiatic Steam Navigation Co. and the British India Steam Navigation Co. furnished direct service from Rangoon to Japan, the vessels of these companies running from Calcutta to Sumatra and Java called regularly at Rangoon, and the Java-Bengal Line from Calcutta to Java gave fortnightly service to various ports of the Netherlands Indies.

During the past year, the transportation service of this region has been somewhat deranged, and sailings on most of these lines have been irregular and less frequent. The Japanese lines have maintained their connections via the Pacific. The Royal Packet Steam Navigation Co. (*Koninklijke Paketvaart Maatschappij*) now runs about four boats a month to Medan, Sumatra, where connections can be made with Java and Singapore, thence by the regular steamers of this company to San Francisco. The American and Indian Line gives monthly service to New York via Colombo and Calcutta; and the Pacific Mail Line has just inaugurated a new service between Calcutta and San Francisco. The Nourse Line runs direct steamers from Rangoon to West Indian and Cuban ports, and Messrs. Andrew Weir & Co.'s steamers on the Calcutta-South American service call at Rangoon for cargo to Chilean and Peruvian ports.

The coastwise trade between Rangoon and other ports of India is carried on chiefly by the vessels of the British Steam Navigation Co. and the Asiatic Steam Navigation Co. Under normal conditions the former company maintains, in addition to its services to Calcutta and Singapore mentioned in a preceding paragraph, regular weekly sailings from Rangoon to Calcutta and to the North Coromandel coast of India, Madras, Malabar coast ports, Ceylon, Persian Gulf, and East Africa. The latter company normally maintains regular service between Calcutta, Chittagong, and Rangoon; Calcutta and Moulmein, calling at Rangoon; and Calcutta and Port Blair, Andaman Islands, calling at Rangoon.

Mail and Parcel-Post Service with United States.

Before the war mail from Rangoon to the United States required about 26 days. It was carried by the triweekly British India vessels to Calcutta, thence by rail to Bombay, where it was taken by weekly boats of the Peninsular and Oriental Line to Brindisi, thence overland to England, where it was transferred to the fast trans-Atlantic liners to New York. Since the war the Brindisi route has been abandoned and mails are generally carried to Marseille by the Peninsular and Oriental boat from Bombay or by Massageries

Maritime vessels from Aden. Under war conditions mail service via Europe is somewhat slower than before and letters often arrive quicker via the Pacific route.

Burma has parcel-post connections with most of the important countries of the world. There is no regular service with the United States, but packages may be sent by a semiofficial service maintained in conjunction with the American Express Co.

Ports of Entry—Importance of Rangoon as a Trading Center.

Practically all the exterior trade of Burma is done through four ports of entry—Rangoon, Moulmein, Bassein, and Akyab. The import and export business is done almost wholly by Rangoon firms. Akyab is the exporting center for about \$4,000,000 worth of rice produced each year on the Arakan coast between 17° and 21° North latitude. But the important Akyab rice mills are owned by Rangoon firms and practically all the imports of this region come from Rangoon or Calcutta. Moulmein exports about \$3,000,000 worth of rice, \$1,500,000 worth of teak, and \$500,000 worth of other products from the Tenasserim coast running from the Gulf of Martaban in 17° down to 10° North latitude, and most of the wolfram, tin, and rubber exported from Burma is shipped, either directly or via Rangoon, from the ports of Tavoy and Mergui on the Tenasserim coast south of Moulmein. Bassein, on the western branch of the Irrawaddy delta, is the third port in importance, exporting annually about \$4,500,000 worth of rice.

Rangoon is by far the leading port of Burma and is the third port of India, ranking next after Calcutta and Bombay. Nearly all of Burma's \$66,000,000 worth of yearly imports enter at Rangoon and about \$100,000,000 worth of products are annually exported from this port. Rangoon is the world's leading port in the exportation of rice, teak, cutch, and wolfram ore. Harbor facilities are adequate to the importance of the port. The river is navigable for vessels of 22 feet draft, loading and unloading are comparatively rapid, storehouse facilities are abundant and good, and railway and river-steamer connections are sufficient to insure speedy transshipment for goods destined for the coast or the interior.

Rangoon is the general distributing and collecting point for the Arakan and Tenasserim coasts, as well as the commercial inlet and outlet of the great Irrawaddy Valley region. Under normal conditions the British India Line steamers from Rangoon to Calcutta call weekly at Akyab. This company maintains triweekly service to Moulmein and weekly service to Tavoy and Mergui, and the Asiatic Steam Navigation Co.'s line from Calcutta gives weekly service to Port Blair, Andaman Islands, and to Moulmein. A railway connects Rangoon with Martaban just across the river from Moulmein.

Interior Transportation Facilities.

The interior transportation of Burma is carried on by means of water, rail, and wagon roads.

Burma is well provided with interior waterways. A network of branches, bayous, and canals gives easy access to all parts of the densely populated delta region, and the Irrawaddy, Sittang, and Salween Rivers and their tributaries penetrate to most of the habitable regions of the interior. The Sittang is not navigable and the

Salween is navigable only for a short distance, but these streams with the Irrawaddy afford a passageway for the large rafts of teak and other logs for the sawmills of Rangoon and Moulmein.

The delta region and the interior contain about 3,000 miles of navigable waterways. The Irrawaddy Flotilla Co. has a practical monopoly of the interior water transportation of Burma. This company has a fleet of about 500 vessels, large and small, and maintains regular passenger, mail, and freight service in the delta and upper Irrawaddy and on the lower Salween. The principal lines run from Rangoon to Bassein (248 miles); from Rangoon to Mandalay (708 miles); from Mandalay to Bhamo, near the Chinese frontier (320 miles); from Pakoku, on the Irrawaddy below Mandalay, up the Chindwin to Kindat (274 miles)—and during the high-water season to Homalin (147 miles above Kindat); and from Moulmein to various points on the lower Salween and its tributaries.

Railway Mileage and Traffic.

The 1,599 miles of railways in Burma are operated by the Burma Railways Co. These roads have a uniform gauge of 1 meter (3.28 feet). The main line runs up the Sittang Valley from Rangoon to Mandalay (386 miles); thence to Myitkyina, on the upper Irrawaddy (341 miles), with branches to Martaban (121 miles); to Myingyan, on the Irrawaddy below Mandalay (70 miles); to Lashio, through the lead-silver-zinc mining region of the upper Shan States (180 miles from Mandalay); and to Alon, on the Chindwin (78 miles). Another line runs from Rangoon to Prome, at the head of the Irrawaddy delta (161 miles), with a branch to Bassein (115 miles). There are about 120 miles of double track, nearly all of it running out of Rangoon on the Mandalay and Prome lines.

During the year 1916-17 the gross earnings of the Burma Railway Co. were over \$8,000,000, of which nearly 60 per cent was derived from freight service and nearly 40 per cent from passenger service. The freight carried amounted to over 2,300,000 long tons, of which the principal items were: Paddy and rice, 1,280,000 tons; marble and stone, 200,000 tons; timber, 138,000 tons; beans and peas, 85,000 tons; other vegetables and fruits, 70,000 tons; sugar and molasses, 38,000 tons; and provisions, 14,700 tons.

Rangoon and Mandalay have electric street railways.

Mileage of Roadways.

Because of Burma's excellent system of waterways, wagon roads do not play an important part in its interior transportation system. The roads are generally short. To some degree they are "feeders" to rivers and railways, but in general they are of administrative or military rather than of commercial value. In all, there are about 12,348 miles of passable roads. The Public Works Department maintains 1,912 miles of "metaled" and 8,706 miles of "unmetaled" roads, and the local authorities maintain 1,730 miles of road, chiefly "unmetaled." The "metaled" road is nearly all automobile roads in the vicinity of Rangoon and other industrial and administrative centers. The "unmetaled" roads are in the settled valleys, where goods are transported by bullock carts. In a few remote regions mule paths form the only means of transportation, but the proportion of goods so transported is almost negligible.

In spite of the paucity of goods roads, there were on December 1, 1917, 1,792 automobiles registered in Burma.

Principal Exports and Imports.

The principal exports from Burma to foreign countries and to other Provinces of India are: Rice and paddy, about \$75,000,000 a year; petroleum products, \$20,000,000; teak and other timber, \$7,000,000; mineral ores, chiefly wolfram and lead, \$6,000,000; beans and peas, \$3,000,000; hides, \$2,500,000; cotton, \$1,500,000; rubber, \$1,500,000; cutch—a dye and mordant made by boiling the heartwood of *Acacia catechu*—\$800,000; and tobacco, \$600,000.

The principal articles imported during 1916 were: Cotton goods, \$15,300,000; iron and steel and their manufactures, \$7,400,000; jute gunny bags, \$4,456,000; cotton twist and yarn, \$2,800,000; coal, \$1,990,000; sugar, \$1,950,000; areca nuts, \$1,900,000; tobacco, \$1,890,000; fish, \$1,230,000; salt, \$1,187,400; wines and liquors, \$1,160,000; silk piece goods, \$1,118,000; vegetables, \$1,070,000; haberdashery and millinery, \$893,000; paper, \$800,000; flour, \$775,000; motor trucks and cars, \$700,000; boots and shoes (leather), \$395,000.

Some of these imports, such as jute gunny bags, areca nuts, fish, and vegetables, are necessarily of Asiatic origin; others, such as coarse cotton piece goods, cotton twist and yarn, flour, silk goods, and sugar, are produced so cheaply in India, Japan, and Java that competition is practically impossible; still other imports, such as coal and salt, are by their nature removed from the competition of distant countries. But in most commodities distance is the only natural obstacle to free competition.

In 1916 the United Kingdom furnished about 55 per cent of the cotton piece goods and India about 25 per cent. Iron and steel and their manufactures came from Great Britain, the United States, and Japan, in the order named. Wines and liquors came chiefly from Great Britain and France; haberdashery and millinery, from the United Kingdom, India, Japan, and the United States; motor cars and accessories, from the United States and the United Kingdom; boots and shoes, from the United Kingdom and the United States.

America's Trade with Burma.

During 1916 exports from Rangoon to the United States amounted to \$1,482,278, of which the chief articles were: Hides, \$677,601; rice, \$279,642; beans, \$165,133; paraffin wax, \$125,681; cutch, \$92,195; teak, \$76,383; and rubber, \$59,263. These amounts are somewhat in excess of those of previous years. About \$1,500,000 worth of rice is annually exported from Burma to Cuba.

Imports into Burma from the United States for the years 1914, 1915, and 1916 amounted, respectively, to \$2,245,560, \$3,219,010, and \$3,499,997. America's share of the imports from foreign countries (including the United Kingdom, but excluding India) during the same years was, respectively, 5½ per cent, 10 per cent, and 9½ per cent of the total. The chief articles imported from the United States during 1916 were: Iron and steel, mainly pipes and fittings, tinned, and galvanized sheets, and nails, \$1,667,041; machinery, \$289,159, of which more than 50 per cent represented mining machinery; hardware, especially implements and tools, locks, and metal lamps, \$144,269; motor cars and trucks and their parts, \$583,081;

kerosene, \$109,069; lubricating oil, \$69,140; paper, \$62,313; boots and shoes, \$60,661; oilcloth and floorcloth, \$43,196; canned and bottled goods, chiefly canned meats and fruits, \$40,107; tallow and stearin, \$39,711; liquors, mostly in drugs, \$38,482; electrical apparatus, fans, lights, etc., \$25,132; stationery other than paper, \$22,381; and leather goods other than boots and shoes, \$21,095. These statistics show the kind and amount of goods the United States was able to sell in this market during 1916. It is notable that of Burma's leading imports—cotton goods—America's sales amounted to only \$6,004.

Banking Facilities.

Under ordinary conditions payment of goods is nearly always made by 60 or 90 day London draft, on receipt of goods c. i. f. Rangoon. However, Rangoon banking connections are very good and arrangements can be made for payment in New York or other point of shipment, if this is found mutually desirable.

The leading Rangoon exchange banks are the Hongkong-Shanghai Banking Corporation; the Chartered Bank of India, Australia, and China; the Netherlands Trading Society (Nederlandsche Handel-Maatschappij); the Yokohama Specie Bank (Ltd.); the National Bank of India (Ltd.); and the Mercantile Bank of India (Ltd.). The Hongkong-Shanghai Bank has branches in New York and San Francisco. The Chartered Bank has a branch in New York and is represented by the First National Bank, Chicago; the Bank of Nova Scotia, Boston; the Commercial National Bank, New Orleans; the Canadian Bank of Commerce, St. Louis and Seattle and Tacoma. The Netherlands Trading Society Bank is represented by the First National Bank, Boston; National Park Bank, New York; Wells Fargo Nevada National Bank, San Francisco; International Banking Corporation, Bank of New York, Guaranty Trust Co., and Messrs. G. Amsinck & Co., and is the local agent for the International Banking Corporation. The Yokohama Specie Bank has branches in New York, San Francisco, Los Angeles, and Seattle and is represented by the American Express Co. or other firms or banks in nearly all the important cities of the United States. The National Bank of India is represented in America by the Bank of British North America, the Anglo-South American Bank, and Messrs. Lazard Freres. The Mercantile Bank is represented by the Bank of British North America.

Language, Money, Weights and Measures, Packing.

In the Burma market the United States has a great advantage over other foreign competitors in the matter of language, weights, and measures; and, considering America's apparent lack of adaptability in markets where a different language and a different system are used, these advantages are of great importance.

Most of the importing houses of Rangoon are British, although some of the leading ones are Dutch, American, Armenian, and Indian, and before the war some were German and Austrian. Many of the smaller importers are Indian, Chinese, or Burmese. But, in any case, English is the sole language of business.

The Indian gold exchange standard currency system applies to Burma. The unit of currency is the silver rupee, the nominal value

of which is fixed at one-fifteenth of the English pound sterling, or \$0.32443. But for the purpose of the import and export trade, English sterling money is used, and quotations should be in that currency.

The English system of weights and measures, with which Americans are familiar, is used almost exclusively in the foreign trade of Burma, although the metric system is not unknown. Unless otherwise specified, the English long ton is understood. In other respects, the system is the same as that in common use in the United States.

Distance, heat, moisture, and insects are the conditions calling for special care in packing for the Burma market. Burma is halfway round the world from the United States, and in many cases two or more transshipments are necessary between the American port of shipment and Rangoon. These facts alone make it necessary that goods should be securely packed, and this, of course, is doubly important when the goods are perishable or easily injured. Heat and moisture make it necessary that dyes and similar goods prepared for this market should be hermetically sealed in metal or other air-tight containers. The same conditions and the presence of white ants and other insects make it imperative that even articles of paper and wood be tightly inclosed in strong packages or boxes. Machinery should be dismantled as much as possible and very carefully packed, and where a machine is shipped to a person not familiar with it each part should be tagged and labeled and detailed instructions should be given for assembling and erecting the machine upon its arrival.

There is nothing in the interior transportation system of Burma that calls for special methods of packing. Once arrived at Rangoon, goods are transported quickly and securely by rail or steamer to all the important centers of Burma.

Import and Export Duties.

Compared with the Asiatic colonies of other nations, India, including Burma, is singularly free from restrictions on foreign goods and foreign firms. The Indian tariff act of 1894, as amended by the act of 1916, applies to Burma, and the Governor General in Council has the power to alter rates and to fix tariff values of articles which pay an *ad valorem* duty. Indian goods enter Burma free of duty, but otherwise the tariff is uniform, and even the mother country has no preferential rates.

Import duties are comparatively low and under normal conditions were still lower. Most articles pay an *ad valorem* duty of $7\frac{1}{2}$ per cent of a fixed value; but some articles enter free, others pay a lower duty, others a higher duty, and still others a specific duty.

The free list includes raw wool, raw cotton, cotton thread, twist, and yarn; hides and skins, raw or salted; woodpulp, bags, and other paper-making materials; hops; fertilizers; live animals; antiplague serum; dairy appliances; agricultural implements, water lifts, sugar mills, and oil presses adapted to hand or animal power; books, maps, music, and other printed matter; scientific specimens, antiques, medals; baggage and other apparatus, instruments, and appliances brought in by a passenger and used in his calling; quinine and other alkaloids of cinchona; and arms, ammunition, and military stores for Government use.

Several articles pay an *ad valorem* duty of $2\frac{1}{2}$ per cent. This list includes iron and steel products (except manufactured articles); ma-

machinery not operated by manual or animal labor, and belting; printing and lithographic materials; telegraphic instruments and apparatus, and parts thereof, imported by or under the orders of a railway company; railway plant and rolling stock; ships and other vessels for inland and harbor navigation, including launches and boats; firewood; tea chests of metal or wood, lead sheets for tea chests, racks for withering of tea leaf; copperas green, grain, beans and peas, and vinegar in casks.

Cotton piece goods, hosiery, thread other than sewing or darning thread, and in general manufactured cotton goods, now pay the usual duty of $7\frac{1}{2}$ per cent. Other articles paying a special ad valorem duty are: Sugar of all sorts, including molasses, but excluding confectionery, 10 per cent; silver plate, silver thread and wire, and silver manufactures, 15 per cent; gunpowder for cannons, rifles, guns, pistols, and sporting purposes, 20 per cent; pistols and other firearms, air guns, and rifles, 20 per cent ad valorem or a specific duty of 15 rupees (\$4.867) for pistols and 50 rupees (\$16.222) for guns and rifles and parts in proportion, whichever is the higher.

In general, liquors pay a specific duty, varying from 4 annas 6 pies (\$0.082) per imperial gallon or 6 quart bottles on ale, beer, porter, cider, or wines to 18 rupees 12 annas (\$6.083) on perfumed spirits, including toilet preparations containing spirits. Unmanufactured tobacco, other than cigars or cigarettes, pays 1 rupee 8 annas (\$0.487) per pound. Coal, coke, and patent fuel pay 8 annas (\$0.162) per ton, and petroleum, gasoline, and other mineral oils pay 1 anna 6 pies (\$0.03) per imperial gallon.

In general, articles not mentioned in the above lists pay the usual tariff of $7\frac{1}{2}$ per cent. This includes, in general, fish, flour, fruit and vegetables, provisions, spices, confectionery, tea, coffee, food and drink not otherwise specified; gums and lacs; metallic ores; animal and vegetable oils and oil-seeds, tallow, stearin and wax; silk waste and raw silk; wood and timber; canes and rattans; cowries and shells; ivory; precious stones and pearls (unset); wearing apparel; explosives and blasting powder; chemicals, drugs and medicines; clocks and watches and parts thereof; electroplated ware; dyeing and tanning substances; paints and colors and painters' materials; furniture, cabinetware and other manufactures of wood; glass and glassware, lacquered ware, earthenware and porcelain; prepared hides and skins, leather and leather manufactures; machinery and parts of machines operated by manual or animal labor; iron and steel cans and drums and other manufactures; metals and metal ware other than iron and steel; paper and paper articles; yarns and textile fabrics not otherwise enumerated; works of art (private); brushes and brooms; building and engineering materials; candles; cordage; fireworks; ship's tackle and rigging; jewelry and jewels; matches; mats and mattings; oilcloth and floorcloth; packing; perfumery; pitch and tar; polishes and compositions; tires and other manufactures of rubber; smokers' requisites; soap; starch; stone and marble; toilet requisites; toys and games; umbrellas and parasols.

Export duties are laid on rice, tea, jute, and manufactures of jute. The duties on jute and tea are of little importance, as neither article is exported. The duty on paddy, rice, and rice flour is small, amounting to only 3 annas (\$0.061) per maund of 82½ pounds. On the other

hand, royalties collected by the customs authorities on the exportation of forest rubber, cutch, lac, and other forest products form one of the chief sources of the revenues of Burma.

Other Restrictions on Commerce and Business.

The importation and exportation of several classes of articles have been prohibited or restricted since the beginning of the war. The import of unset diamonds and gold or silver coin or bullion is permitted only under license granted by a local government or administration. The importation of old newspapers in bulk, of aluminum and manufactures of aluminum, books, gas mantles, and of motor cars, chassis, motor cycles and parts thereof, and accessories of motor cars and motor cycles other than tires is prohibited except under a license granted by the chief customs officer at the place of import. Licenses for the importation of these articles, excepting automobile accessories, have been difficult to obtain during the past year.

In general the exportation from Burma of contraband articles and articles useful in warfare, except to the United Kingdom or British possessions or protectorates, is permitted only by special order of the Governor General in Council or under license granted by the chief collector of customs of Burma. The list of articles the exportation of which is thus restricted includes several of the most important exports to America, such as hides and leather of all kinds, rubber, and teak. It has not been difficult for the local exporters to secure permission to export these commodities to the United States.

Interpretation and Application of Merchandise Marks Act.

The Indian Government's interpretation and application of the merchandise marks act, 1889, relating to trade-marks and trade descriptions, will doubtless affect adversely the importation of certain American products. This act prohibits the importation of goods having a counterfeit trade-mark and defines a counterfeit trade-mark as a trade-mark that "causes one thing to resemble another thing intending by means of that resemblance to practice deception, or knowing it to be likely that deception will thereby be practiced" and a false trade description as a trade description which "is untrue in a material respect as regards the goods to which it is applied * * *." Rules 19, 20, and 30 of the "Instruction for the Observance of Customs Officers," Merchandise Marks Manual, 1917, provide that "the use in a trade description of a language which is not the language of the country in which the goods were made or produced usually requires counterindication" and that "the use of the English language in a trade description applied to goods not made in the United Kingdom or a British colony is itself to be regarded as indicative of British origin" and thus requires a counterindication of origin. This counterindication must be repeated wherever the trade-mark or trade description occurs, and in general "must be shown in letters as large and conspicuous as any letter in the name, trade-mark, or false description." An importer of American soap was recently fined because the box containing the soap bore expressions in English and other languages without a counterindication of origin, and the country of origin was marked on one side only of the box and not at all on the soap.

A local importer of an American baking powder recently received notice that the marking on the tins was not in accordance with the

Merchandise Marks Act and the manufacturers were given six or seven months to comply with the requirements of that act. This decision was based on the grounds that the use of the English language in the trade description connoted manufacture in the United Kingdom and the counterindication of origin did not accompany every appearance of the trade-mark. While it is to be hoped that this interpretation will be modified, American manufacturers and exporters should, as far as possible, mark their goods to correspond with the requirements of this act and the interpretation placed upon it. The same act provides that piece goods imported from a foreign country of the kind ordinarily sold by the length or by the piece must have conspicuously stamped on each piece the length thereof in standard yards.

Commercial Travelers—Holding of Property by Aliens.

No tax or special license is required for traveling salesmen. Samples from the United States are subject to the usual duties without refund. Trade catalogues and advertising circulars imported by mail, book, or parcels post are admitted free of duty.

Excepting mining and oil-producing property, no special conditions are imposed on an alien's doing business or holding property in Burma. There are no restrictions, such as special incorporation or liability to take out licenses or pay taxes, imposed on alien firms or individuals which are not imposed also on firms and individuals of British nationality. But under the new mining rules, no alien firm or corporation is eligible to hold or exploit any mining or oil-producing property in Burma.

Introduction and Sale of Goods.

The proper method of introducing goods is so much a matter of conditions that it is difficult to give general advice on the subject. The choice between an exclusive agency and the free sales system depends largely on the nature of the goods, whether the field is to be visited by a traveling representative or the goods sold by catalogue, and other similar conditions.

Undoubtedly, the best method of introducing American goods into any foreign country, when the volume of business is sufficient to warrant it, is by the establishment of an American agency or branch; but only one or two highly specialized American firms have felt justified in taking this step in Rangoon. Such firms are in a position to make a strong bid for a share for the local trade.

Next to an American agency, a good non-American agency supervised by an American traveling representative is probably the best alternative. The American automobile trade in Burma has been built up in this way and will probably continue to hold its own after the war.

Other American products, such as electrical goods, boat motors, lubricating oil, kodaks, typewriters, locks, and boots and shoes, have been well represented by local agents. British firms are generally preferable to other non-Americans as agents. Burma is a British possession, and the large British firms undoubtedly have a natural preference for British-made goods. But there is no prejudice against American goods, and a large proportion of the American goods imported into Burma have been sold by British agents. Many of the

local firms had American agencies before the war and will continue to do so after the war, even for the sale of articles that compete with similar British goods.

Some American goods, such as hardware, piece goods, boots and shoes, canned fruits, chemicals, and medicines have been sold to the general trade by traveling salesmen. Firms that send such representatives with good lines of samples to demonstrate their goods have an obvious advantage over those that attempt to do business at long range through the medium of trade catalogues and price lists. Only representatives of the highest type should be sent to this district. Similarity of language, weights, and measures, of administrative machinery, and of social customs make it easier for Americans to deal with British than with other foreign firms.

Should Supply Consulate with Catalogues—Advertising Medium.

However superior other methods may be, goods are often sold by catalogue, and this method of sale is easier in a district where the importers are able to understand the language of the catalogues and price lists and have the same system of weights and measures. For this reason it is advisable for American manufacturers, particularly of machinery, to keep this consulate supplied with latest catalogues and price lists.

The chief advertising medium of Burma is the local press, although American and British trade and technical journals have a fair circulation, and billboards, moving-picture films, and other similar forms of advertising are well patronized. There are 77 newspapers and periodicals published in Burma (in various languages), but the leading dailies are the Rangoon Gazette and the Rangoon Times. The advertising of American products is done chiefly by the local representatives.

Assistance by the Consulate.

This consulate maintains a large commercial reading room, where commercial journals and trade catalogues may be freely consulted and samples examined. Confidential circulars and price lists are carefully filed where they may be consulted when advisable. Dealers are invited to keep the consulate well supplied with up-to-date catalogues and price lists.

Requests of American exporters or importers to be put in touch with local firms are either circulated by private letter or by means of printed trade lists, according to the nature of the request. In either case, the local firm is invited to visit the consulate to examine samples, catalogues, and price lists, and attention is called to our commercial reading room, where American trade journals may be consulted.

This consulate will be glad to furnish any information and to answer more specifically any questions which American manufacturers, exporters, or importers may wish to ask concerning conditions in this district. But in all cases it should be borne in mind that the consul is prohibited from furnishing information concerning the financial standing of local firms, or from collecting bills, taking orders, or in any way acting as special representative or agent of a firm or a person.

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CONTENTS.

	Page.		Page.
Guadeloupe's summer cocoa crop satisfactory	481	Commercial conditions and prospects in Siberia	401
Opening of St. Pierre fishing season	481	Distribution of industrial establishments in British India	402
Reduction of fat rations in Holland	482	Swedish mackerel catch	493
German salt cargoes at Stockholm	482	Hull's timber trade	494
Increases and decreases in purchases by civilians	483	Increase in Italian insurance companies	494
Hardware trade in the United Kingdom	486	Proposals for Government supplies and construction	495
Increased rail rates on import and export shipments	488	Oil production at Baku, Russia	495
Prices of British standard clothing unchanged	489	Offices of the Bureau of Foreign and Domestic Commerce	495
Government control of paper trade in Germany	490	Foreign trade opportunities	496

GADELOUPE'S SUMMER COCOA CROP SATISFACTORY.

[Consul Henry T. Wilcox, Guadeloupe, French West Indies, July 8.]

The planters of Guadeloupe harvest two crops of cocoa each year. The first crop is gathered during the winter months, while the second and much less important one matures during the months of May, June, July, and August, the exact time of harvest depending upon climatic conditions. This year the crop was ready to gather early in the season and has proved to be very satisfactory.

For several months shippers have experienced great difficulties in securing cargo space for the shipment of their cocoa to France, all available tonnage having been required for the transportation of sugar. Urgent protests were sent to the French Government and permission has been granted for the shipment of at least 100 tons of cocoa every three weeks.

In spite of the fact that lack of shipping facilities has caused large stocks to accumulate in the colony the dealers have been confident that sufficient space would soon be provided and have purchased the present crop at the average price of 2.35 francs per kilo (20 cents a pound), which is only a cent or two less per pound than the prices paid during previous years.

The colony produces annually about 2,000,000 pounds of cocoa, all of which goes to French markets.

OPENING OF ST. PIERRE FISHING SEASON.

[Consul Samuel Hamilton Willey, St. Pierre-Miquelon, July 22.]

Only one vessel was fitted out in St. Pierre this season for the Bank cod fisheries. It made its first voyage to the Banks on May 3, and has made three trips, with a total catch of 1,537 quintals (of 55 kilos each) of fish.

The shore fishery of St. Pierre was begun this season during the first week in June. The season proper began on June 19, with the arrival of Capelan schools on the coast. Capelan were very plentiful.

for a few days, but, owing to adverse weather conditions, did not remain long. No squid have yet arrived on this coast. This scarcity of bait in the waters near shore causes a corresponding scarcity of codfish, and thus the catch of the shore fleet up to the present is about half of what it was for the same period last season. There are about 259 small boats engaged in the shore fishery this season. The price paid on the local market this season for green shore cod was 55 francs per quintal of 55 kilos (121 pounds).

About 42 French schooners are on the fishing Banks this season. Such vessels of this fleet as have called at St. Pierre to transship fish report that the season on the Banks promises to be an excellent one, as fish are plentiful. Small shell fish are used by the schooners on the Banks as bait.

REDUCTION OF FAT RATIONS IN HOLLAND.

[Consul Frank W. Mahin, Amsterdam, July 8.]

The Government announces that beginning with July 15 the ration of fats (which includes butter, margarine, etc.) will be materially reduced by extending the present allowance for one week over a period of 10 days. The weekly allowance has been 250 grams per person, or about 36 grams a day. It is now to be reduced to 25 grams a day—slightly less than one ounce avoirdupois. This includes not only butter eaten with bread, but also butter or substitutes used in cooking.

While this allowance will be small, still less is threatened according to Government estimates for the future. The production of butter in Holland during the milk-year 1916-17 was about 60,000,000 kilos (60,000 long tons); in the milk-year 1917-18 it was 52,000,000 kilos; while the estimate for 1918-19 is only 30,000,000 kilos (30,000 long tons), only half the product two years ago, when there was enough for all ordinary purposes.

Margarine has been a large and important product of Holland, but much of the materials was imported. That import has ceased, and, as there is no prospect of its being resumed, the margarine industry will be suspended when the present supply of materials (stated to be 15,618,000 kilos, or 15,618 long tons) is exhausted.

In view of these conditions, the Government gives notice that the fat ration may have to be reduced again before next spring to not more than 100 grams per week per person, or about 14 grams a day—half an ounce avoirdupois.

The shortage of butter is attributed to the lack of fodder for cattle. The meadows of Holland, though fertile and extensive, are not sufficient in themselves to sustain adequately the number of cattle in the country. Imported fodder has been fed to the cattle, but none is now coming to Holland, and there is no prospect that any will come in the near future.

The Government states that no butter has been exported from Holland since March, 1918, when 473 tons were exported; and that since September, 1917, the total quantity exported has been 8,000 tons.

German Salt Cargoes at Stockholm.

According to the Swedish papers there have arrived at Stockholm within the last few days six steamers bringing an aggregate of 2,300 tons of mineral and dairy salt from Germany.

INCREASES AND DECREASES IN PURCHASES BY CIVILIANS.

The Council of National Defense recently undertook an investigation for the purpose of determining whether purchases by civilians in the United States have been increasing or decreasing during the war period. Information was obtained from large and representative concerns as well as from smaller merchants and from leaders of labor organizations. This afforded a means of ascertaining the broad general tendencies in buying and the degree of economy that is being exercised in the purchase of the principal classes of goods. One of the most illuminating statements was furnished by a very large business house dealing directly with consumers throughout the entire country. Because of the diversity of merchandise handled and customers served, the business of this firm may be considered a reasonably accurate barometer of comparative purchasing activities. The following table, compiled from its records, shows a comparison between the first five months of 1917 and 1918 on a quantity as well as a dollar-and-cent basis; where there was no marked change in quantity the spaces are left blank:

Classes of goods.	Quantity.		Dollars.	
	Increase.	Decrease.	Increase.	Decrease.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Clothing:				
Boys'.....	3		13	
Men's.....		17	23	
Work.....	48		96	
Men's furnishing goods.....		20	11	
Women's—				
Suits, skirts, dresses.....			32	
Coats and waists.....	5		38	
Millinery, corsets, etc.....		7	8	
Infants' and children's.....			19	
Underwear:				
Men's and women's knit, and hosiery.....		9	20	
Muslin.....	12		34	
Shoes.....		33		17
Household furnishings:				
Furniture.....		11		4
Drapes, curtains, blankets, and quilts.....			20	
Carpets and rugs.....			17	
Crockery and glassware.....		42	17	
Hardware.....		30	2	
Luxuries and semiluxuries:				
Jewelry, watches, and diamonds.....	3		17	
Books and stationery.....		23		10
Toilet articles, cigars, tobacco, drug sundries.....		10	1	
Pianos and organs.....	22		334	
Automobile and bicycle supplies.....	30		52	

Conclusions Arrived at by Company.

In addition to the above statement the concern formulated its conclusions, arrived at not only from its own business, but from such information as has come to it from various reliable sources in all parts of the United States. A summary of these conclusions follows:

Boys' clothing shows a marked decrease in the quantity purchased in the higher-priced lines, while knee pants, rompers, blouses, and all items of small money value show a sufficient increase to offset this and bring about a slight increase in the whole line.

As regards men's clothing, the greatest decrease is in the clothing intended for young men; this is possibly sufficient to account for the entire falling off in volume.

Work clothes show a great increase, with the percentage of value very much larger than the percentage of quantity. This latter fact

is due to the radical increase in the prices of raw material entering into the manufacture of these goods, such as duck and denims.

Men's furnishing goods show the largest decrease in quantity of all the men's apparel lines. There has been a marked falling off in the demand for men's hats, dress shirts, and the miscellaneous lines generally carried under this head. In caps, trunks, suitcases, etc., there has been a smaller decrease, while the number of men's work shirts sold is at least equal to that for 1917.

Counting women's dresses exclusively, these would show a quantity increase of about 32 per cent. The decrease, however, in suits, skirts, and misses' dresses is sufficient to offset this increase and bring the entire line down to a volume only equal to that of last year. (Women's dresses represent more than 25 per cent of the entire line.)

Coats and waists show a small increase (5 per cent) in volume, with a 36 per cent increase in value. The latter is not due entirely to increased cost, as there is a marked demand for the higher-priced, better garments.

Millinery, corsets, etc., show a slight decrease in quantity, which may be due as much to a growing simplicity in style as to a dropping off in demand or desire to buy.

Knit underwear shows a quantity decrease of 13 per cent. Taking women's alone, the decrease would be only 5 per cent. In hosiery the quantity decrease in all lines is about 8 per cent. Separating the women's and children's from the men's, shows a decrease of 7 per cent for the former and 11 per cent for the latter—bringing out a fact that appears to be true of all wearing apparel, namely, that women are buying more freely than men. Muslin underwear, aprons, etc., show a decided increase in quantity; this is entirely a women's line.

In shoes the total quantity decrease is about 33 per cent. The greatest decrease, 47 per cent, is in the men's lines, while the smallest decrease, 26 per cent, is in rubbers. Women's shoes show a decrease of 35 per cent and children's 27 per cent. It would seem that this condition is general throughout the country, the shoe business everywhere showing a decided decrease. The rapid and amazing increase in price, the "temporary craze for freak styles last year," the comparative facility of economizing on this item of apparel, and the withdrawal from the buying population of upward of a million and a half young men—all these factors contribute to bring about the condition indicated.

As regards furniture, the slight decrease in the heavier lines shown in this company's business may be due as much to the congested traffic conditions, discouraging purchasing from a distance, as to a decrease in demand.

Curtains, drapes, and floor coverings show about an equal quantity, so far as this company's business is concerned. Yet from very reliable sources, such as the largest manufacturers themselves, comes the report of business being curtailed at least one-third. The scarcity of raw materials and the difficulty in obtaining them may have much to do with this condition. In rugs there is an unusually good demand for the smaller sizes, with a considerable falling off in the larger.

Crockery and glassware show a large decrease in quantity and a very marked discrepancy between quantity and dollar-and-cent sales, because of the shortage of imported wares and the scarcity of the domestic makes, together with the very great advance in price.

Statements Indicate Increased Sales of Luxuries.

There is a decided increase in sales of small-sized diamonds and a falling off in sizes from $\frac{1}{2}$ carat upward. This is due, no doubt, to the great increase in price and the tendency of people to buy diamonds by price alone; that is, they have, perhaps, \$75 or \$100 to put in a stone, and it brings them a much smaller jewel than the same amount would procure a year or two ago.

Watches are in great demand, especially wrist watches, which have been enormously popularized by the war.

Fountain pens and stationery show a decidedly increased demand, for the obvious reason that so many men are leaving their homes. There is a very great decrease in the sale of books of fiction, while there is a very fair demand for technical books on machinery, motors, etc.

The quantity of cigars and tobacco sold shows a very noticeable increase, which can be accounted for by the slogan "Smokes for the soldiers."

Face powders and creams show an increase, while toilet articles, such as manicure and shaving sets, brushes, and combs, show a decrease.

As the company furnishing this information has only recently become an aggressive contender for phonograph business, it is unable, from its own experience, to make comparisons. However, since it entered the field in earnest in the fall of 1917 its business has far exceeded the most sanguine expectations. Information from reliable sources as to the business being done by the various makers of popular types is conflicting. It is reported that one of the best-advertised makes is showing 100 per cent increase, while an equally well-advertised and well-known company is running far behind its last year's output. However, the concern showing the large increase has a small business compared with the one showing the decrease, in addition to which the latter, it is said, has turned over part of its equipment for Government work. All the minor phonograph companies appear to be showing a considerable increase in their sales.

There is a very great demand for pianos and organs—at least as shown by the business of the concern supplying the information, which is running 22 per cent ahead on a quantity basis.

Analyzing its business in automobile and bicycle supplies, the company expresses the opinion that the quantity increase of 30 per cent is largely, if not entirely, due to a big demand on the part of industrial concerns and business firms that employ salesmen, solicitors, collectors, and repair men—men who are using automobiles to make their rounds, requiring accessories, new parts, and tires. The large demand for bicycles and sundries seems to come from industrial centers, indicating that workmen are using them in going to and from the plants. An abnormal increase in bicycle tires and parts shows that old bicycles are being used and put in shape.

Firm Believes Women Are Purchasing More.

Drawing general conclusions from its own business and the information obtained from other sources, this firm states, in the first place, that in merchandise for women's exclusive use it is certain that sales are increasing. "This is plausible," it says, "because thousands of women never before employed are now earning very

fair wages, while other thousands previously employed are enjoying greatly increased wages, making for an increased demand in women's wearing apparel in made-up garments as well as materials for making them, which even high prices have been unable to keep down."

Luxuries and semiluxuries, such as musical instruments, watches, jewelry, and diamonds, show an increase in quantity as well as in dollars, giving an impression of general prosperity.

Degree of Economy Practiced—Conditions Considered from Geological Standpoint.

The company expresses the belief (and this opinion is presented simply as the estimate and impression of this firm) that economy is being practiced by well-to-do persons and those of moderate means, while the increased compensation that is being received by large numbers of people who have previously been somewhat more restricted in purchasing capacity has made it possible for them to buy more freely now of the articles that might be considered luxuries.

Discussing the question from the standpoint of geographical location, the company says that in the South, especially through the cotton-growing States, its business is better than ever before, and purchases of all classes of goods are being very freely made.

In the Far West the civilian population, while not so liberal in expenditures as in the South, is buying freely and in greater quantities than in previous years.

In the northern States of the Middle West buying is more conservative and more restricted to staples and necessities, but the volume is at least equal to the average during the previous one or two years.

In the East there is a rather marked decrease in quantity of purchases, especially in so-called nonessentials; in fact, it is even quite noticeable in what are usually classed as necessities.

HARDWARE TRADE IN THE UNITED KINGDOM.

[Consul Harry A. McBride, London, July 3.]

The hardware trade in the United Kingdom has been forced to undergo an extensive adjustment to keep up with the condition arising out of the war.

The employment of women as clerks and shop assistants was commenced in the early months of the war. At present they are acting in nearly every capacity. In a few cases women are acting as commercial travelers in order to keep together their husbands' clientele. It is stated that all employers in the hardware industry are now either men over 40 years of age, those unfit for military service, and women. Recently the age for military service has been revised to 50 years of age, so a further labor adjustment will probably soon be necessary.

General Condition of Business.

Generally speaking and in so far as goods are available for sale, hardware men have done well, and the rate of profit has probably increased rather than diminished, but there are some parts of the country that are exceptions to this rule. It is said that no established bus-

iness has failed. One effect of war has been to shorten credit both from the wholesale houses to the retailer and from the retailer to his customer.

Prices for all classes of hardware have advanced during the past four years and are now approximately 100 to 140 per cent above pre-war standards. The difficulty of the trade lies, not in obtaining remunerative prices but in securing merchandise to sell. The prosperity among the working classes has resulted in a considerable demand. Stoves and ranges have not sold well because of Government prohibition of building for nonwar purposes. The heaviest sales have been in farm and garden tools and in engineer's small tools.

Government Restrictions Curtail Outputs—Causes of Trade Prosperity.

The supplies on sale are altogether dependent upon Government action. Government war needs are filled before all other orders. Further difficulties are occasioned by the import restrictions.

As stated the hardware trade has held its own well. The hardware factors or "jobbers" have bought everything they could get hold of and did not really begin to feel the pinch until the hardware import restrictions had been in force 12 months. They have cleared the stocks from all the factories and they have even bought up retail stocks when the chance has offered. The retail ironmongers had undoubtedly very large stocks of hardware before the war started. Many of them were grossly overbought. That is, all their capital was invested in stock held in their warehouses, with the result that many of them were slow payers because they lacked the ready money and their goods had only a slow turnover. Now, all of these retail stocks have been sold out at the increased market values. Consequently the retailers, like the wholesalers, are more anxious to buy than they are to sell. It is by reason of the fact that the retail traders have cleared their accumulated stocks at gradually increasing values that they have held their own so well and so few failures have had to be recorded. Even where a business has been closed up by reason of the proprietor joining the army there has been no difficulty in selling the stock by auction or tender at very satisfactory figures.

Domestic Articles Replace German Manufactures.

Merchants have put before the trade many new lines of hardware to take the place of goods they used to import from Germany and Austria. This chiefly applies to magnetos, glassware, toys, etc. Owing to their war work, however, the hardware manufacturers have had but a small chance of bringing out new lines. The result is a great dearth of hardware novelties and salable lines that appeal to the public. Until the war is over the dearth of lines of ordinary hardware is bound to become more noticeable month by month, and the prospect is that eventually both wholesalers and retailers will be absolutely cleared of all available stocks.

Second-hand goods and stocks from warehouses of traders who are shutting down when called to the colors bring enormous prices when sold by auction. The substitute (Ersatz) industry which has sprung up all over Germany has as yet barely struck root here, but stocks are running low everywhere.

INCREASED RAIL RATES ON IMPORT AND EXPORT SHIPMENTS.

The commercial public of the country has taken a lively interest in the increased rail rates on domestic and foreign shipments that went into effect June 25 as a result of General Order No. 28 of the United States Railroad Administration. Until this order was interpreted by Freight Rate Authority No. 1 it seemed likely that all differential rates on import and export shipments would be abolished, and that such shipments would be assessed the same high rates as strictly domestic shipments. The rates on shipments to or from foreign points have indeed been increased, but the practice of differential or preferential treatment, which has prevailed for at least 30 years in the United States and has long been the practice in Germany, France, and other continental countries, has been maintained, and a serious blow to the continuance of our present foreign trade and to its development after the war has been averted.

The increase in rates on foreign shipments as now fixed are in most instances fairly moderate, if account be taken of the greatly increased operating costs of our railroads and their urgent need for additional revenue. In some cases, however, the new rates appear to be exceptionally high. In order to make the necessary readjustments in such cases, the Railroad Administration has appointed a number of committees for the purpose of considering, reporting facts, and recommending action as to the operation of the new rates. Shippers who feel that the new rates are unduly high or require adjustments should make representations to their local district freight traffic committees. The following is the list of committees appointed by the United States Railroad Administration in an announcement issued July 20:

Eastern freight traffic committee, official classification territory:

B. Campbell, chairman; E. P. Bates, W. C. Maxwell, J. C. Lincoln, G. M. Freer, members; C. C. McCain, secretary, office 143 Liberty Street, New York City.

New England district freight traffic committee, Boston, Mass.: G. H. Eaton, chairman; R. Van Ummersen, W. H. Chandler, members.

New York district freight traffic committee, New York, N. Y.: H. C. Burnett, chairman; H. R. Lewis, Charles J. Austin, members.

Philadelphia district freight traffic committee, Philadelphia, Pa.: H. L. Eysmans, chairman; D. G. Gray, George P. Wilson, members.

Buffalo district freight traffic committee, Buffalo, N. Y.: E. H. Croly, chairman; I. W. Gantt, J. E. Willson, members.

Pittsburgh district freight traffic committee, Pittsburgh, Pa.: M. S. Connelly, chairman; J. B. Nettle, D. O. Moore, members.

Detroit district freight traffic committee, Detroit, Mich.: H. R. Griswold, chairman; P. G. Findlay, H. G. Wilson, members.

Cincinnati district freight traffic committee, Cincinnati, Ohio: C. L. Thomas, chairman; W. T. Stevenson, W. S. Groom, members.

Chicago eastern district freight traffic committee, Chicago, Ill.: C. J. Brister, chairman; O. A. Constans, C. S. Bather, members.

East St. Louis district freight traffic committee, East St. Louis, Ill.: C. H. Stinson, chairman; C. B. Sudborough, P. M. Hanson, members.

Richmond district freight traffic committee, Richmond, Va. (appointed jointly for eastern and southern territories); G. S. Rains, chairman; E. D. Hotchkiss, E. S. Goodman, members.

Southern freight traffic committee, southern classification territory:

Randall Clifton, chairman; N. B. Wright, Joseph Hattendorf, H. T. Moore, J. S. Davant, members; L. E. Chalenor, secretary, Walton Building, Atlanta, Ga.

Richmond district freight traffic committee, Richmond, Va. (appointed jointly for eastern and southern territories); G. S. Rains, chairman; E. D. Hotchkiss, E. S. Goodman, members.

- Southern freight traffic committee, southern classification territory—Continued:**
 Louisville district freight traffic committee, Louisville, Ky.: J. M. Dewberry, chairman; J. M. Denyven, C. B. Stafford, members.
 Atlanta district freight traffic committee, Atlanta, Ga.: E. R. Oliver, chairman; C. B. Kealhofer, S. E. Spivey, members.
 Birmingham district freight traffic committee, Birmingham, Ala.: E. A. De Funlak, chairman; T. D. Geoghegan, O. L. Bunn, members.
 Jacksonville district freight traffic committee, Jacksonville, Fla.: J. F. Mead, chairman; F. D. McConnell, W. D. Nelson, members.
 New Orleans southern district freight traffic committee, New Orleans, La.: R. C. Perkins, chairman; J. B. Bannon, B. F. Martin, members.
- Western freight traffic committee, western classification territory:**
 A. C. Johnson, chairman; F. B. Houghton, S. H. Johnson, H. C. Barlow, Seth Mann, members; E. B. Boyd, secretary, Transportation Building, Chicago, Ill.
 Chicago western district freight traffic committee, Chicago, Ill.: F. P. Eyman, chairman; H. E. Pierpont, S. G. Lutz, J. S. Brown, H. F. Sundberg, members.
 St. Louis district freight traffic committee, St. Louis, Mo.: J. L. West, chairman; J. E. Johanson, P. W. Coyle, members.
 New Orleans western district freight traffic committee, New Orleans, La.: J. B. Payne, chairman; C. S. Fay, Carl Glessow, members.
 St. Paul district freight traffic committee, St. Paul, Minn.: H. M. Pearce, chairman; Henry Blakeley, W. P. Trickett, members.
 Kansas City district freight traffic committee, Kansas City, Mo.: D. R. Lincoln, chairman; J. R. Koontz, R. D. Sangster, members.
 Dallas district freight traffic committee, Dallas, Tex.: Gentry Waldo, chairman; F. Koch, G. S. Maxwell, members.
 Denver district freight traffic committee, Denver, Colo.: Fred Wild, Jr., chairman; H. A. Johnson, F. W. Maxwell, members.
 Portland district freight traffic committee, Portland Oreg.: F. W. Robinson, chairman; W. D. Skinner, F. D. Burroughs, J. H. Lothrop, C. O. Bergen, members.
 San Francisco district freight traffic committee, San Francisco, Cal.: W. G. Barnwell, chairman; G. W. Luce, H. K. Faye, H. E. Stocker, S. H. Love, members.

PRICES OF BRITISH STANDARD CLOTHING UNCHANGED.

[Consul Percival Gassett, Leeds, July 9.]

Statements have been in circulation of late here as to an alleged advance in the price of standard clothing; the facts are as follows:

Early in January last the director of wool textile production arranged for the manufacture of 5,750,000 yards of standard material to make 2,000,000 standard suits and overcoats. All this material has been manufactured, and the suits and overcoats are being put on the market as quickly as makers-up can turn them out consistent with the urgent demands of the military authorities for clothing for the troops. The prices for these standard suits and overcoats were fixed in January last, and there has been no advance in the charges, as the makers-up agreed to carry the risk of any subsequent increase in the cost of production, which they are doing.

Advance in Price of Made-to-Measure Suits.

In addition to these suits and overcoats, arrangements were made for the manufacture of 3,000,000 yards of worsted serge, originally intended as a double-purpose cloth, which is being distributed largely to the special-measure trade and bespoke tailors. It is for suits of this material that it has been agreed the price shall be advanced from \$22.50 to \$23.70. The clothiers and tailors put a strong case before the Director of Wool Textile Production, based on the higher wages which they have now to pay to operatives in the making-up department; and it is only in relation to suits made from this worsted serge

by the special-measure trade and bespoke tailors that there has been any alteration of price.

It is said to be the intention of the Department of Wool Textile Production that, so long as the war continues, the policy of producing standard materials at fixed prices shall continue. There is, however, a scarcity of certain classes of material, even for military purposes, which, of course, have a prior claim; consequently the character of standard clothing must largely depend on the class of raw material available after military requirements have been satisfied. In future this will doubtless alter the character of the standard material produced and may have some influence on the price charged. At present new patterns for men's wear are being produced from the raw material available, and sooner or later new orders will be placed with manufacturers of the selected patterns.

Standard Material for Women's Suits—Government Work Rushed.

The claims of women for standard material are being considered. It is well to state that the Department of Wool Textiles does not intend to undertake the manufacture of standard dress goods or materials for blouses. It is proposed, however, to put on the market clothes suitable for either costumes or skirts, which will include a cloth somewhat of the character of Donegal tweed.

Replace uniforms are now being made in this country for the large number of American troops now in Europe, and the Leeds factories are busily engaged on the work. The trade in the Leeds district has undertaken, so far as the large establishments are concerned, to devote from 75 to 80 per cent of their output to Government work. As standard suits are not included in Government work, this means a further delay in turning these out in any considerable number. War requirements must, however, be filled first, and civilians here must consequently wear their clothes longer.

Wholesale Costume Trade.

The development of the wholesale costume trade in Leeds is a growth of recent years. Thirty years or so ago this was almost a monopoly of the Germans, and it is one of the few industries which the British succeeded in taking from them before the war. About 15 years ago there were only one or two firms in Leeds in this trade; now there are about 24, all fairly large ones, and numbering among them more than 4,000 machines.

The wholesale costume trade is still developing here, so much so that Leeds is fast becoming the center of the trade, which is also carried on to a great extent in London, Manchester, and Glasgow.

GOVERNMENT CONTROL OF PAPER TRADE IN GERMANY.

[Consul General Albert Halstead, Stockholm, Sweden, July 13.]

The Reichsanzeiger of May 25 published a decree for Government control of paper and pasteboard. Under this decree only those who were engaged in the paper trade previous to June 1, 1916, are permitted to continue in business, except upon evidence that they are untrustworthy. Persons not engaged in the paper trade who are in the possession of more than 20 kilos of paper may not sell them without permission from the Kriegswirtschaftsstelle (War Economy Office) for the Deutsch Zeitungsgewerbe (German Newspaper Trade), which organization has authority to seize paper held in stock.

COMMERCIAL CONDITIONS AND PROSPECTS IN SIBERIA.

[Abstract of article in Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 29.]

Siberia is depleted of nearly all necessary supplies of manufactured goods, including the important lines of agricultural machines and implements. Imports from foreign countries have ceased and the situation is becoming serious. Russia will need to import from abroad large quantities of rolling stock, machinery, and other equipment to put the railways and other industries of the country on an efficient running basis. This question will be of the utmost importance, since, owing to the financial position of the country, Russia must utilize its natural resources and develop its industries to the fullest extent possible.

These considerations are especially applicable to Siberia in view of the great undeveloped resources of this territory. An excellent opportunity should therefore be presented for foreign countries not only to supply Siberia with manufactured goods and equipment, but also to participate actively in the work of recuperation and development of resources. For the last there will be required capital and experts, and the country that is able to provide a large proportion of the capital and experts required should have a great advantage in the competition for trade.

Advantages of Germans for Reestablishing Siberian Trade.

With regard to the opportunity for trade, a great deal may depend upon the extent to which Germany can recover the trade that it formerly held. The Germans had a strong hold on the trade of Siberia, and all signs point to their leaving no stone unturned to recapture the whole of the ground lost to them during the war. In this they will have many advantages over their rivals. In the first place, they will have the benefit of an early start. German commercial travelers with samples have already made their appearance in European Russia. A letter from Omsk states that a German consul is expected there soon. It will be some years before the Siberian railways and other means of communication with the outside world will be in a condition suitable to transport a large quantity of supplies from North America, and the Siberians, bereft of nearly all kinds of necessary supplies, will gladly buy of the first party to offer the goods. On the other hand, it is unlikely that the Germans will be able to send large quantities of merchandise to Russia while the war lasts, in view of the shortage of raw material and their own needs. The general disorganization in Russia will also prevent any large turnover. They should be able, however, to reestablish their connections, and this in itself will give them a great advantage.

After the war Russia will be one of the principal fields of commercial rivalry, since the Germans hope to be able to make up there a large part of the ground lost elsewhere. It is the general opinion in western Siberia that North America will be in the best position to supply what is required in competition with the Germans. The Germans will have the advantage of proximity, established connections, and a better knowledge of the special requirements of the market. While the Germans will probably not be able to grant the long credits that were granted before the war, still in the sending of samples, c. i. f. quotations, personal investigation and representation, etc., their prac-

tices conform to the needs of the Siberian market. The Germans also will have no difficulty in obtaining Russian-speaking representatives, since there will be many former war prisoners, in addition to Baltic Russians of German descent, available for this purpose.

These considerations apply chiefly to western Siberia. In eastern Siberia the Germans will probably be unable, because of geographical, shipping, and other reasons, to recover much of the trade that they formerly held. The position there is similar to that in the Far East as a whole, where the prospects for German trade after the war are none too bright. Western Siberia, with European Russia, therefore, is likely to be one of the most important of competitive commercial markets after the war.

DISTRIBUTION OF INDUSTRIAL ESTABLISHMENTS IN BRITISH INDIA.

In a statement issued by the British Indian Department of Statistics the number of establishments belonging to, and the aggregate number of persons employed in, the various industries in British India are arranged in order of importance in respect to the number of persons employed. The statement refers to the year 1915. The following were the industries employing over 5,000 persons; those employing less than this number are included under "others."

Class of industry.	Owned by governments, local bodies, or State Darbars.		Owned by companies or individuals.	
	Number of establishments.	Number of persons.	Number of establishments.	Number of persons.
Cotton spinning and weaving mills (including weaving establishments not classed as mills).....	1	995	278	273,472
Jute mills.....	1	409	72	250,764
Cotton ginning and pressing factories.....	1	93	1,655	125,270
Railway and tramway workshops.....	20	30,839	83	79,633
Engineering workshops and iron and brass foundries.....	21	4,890	94	39,361
Rice mills.....			440	40,877
Printing presses.....	38	14,969	102	16,715
Tile and brick factories.....			205	28,158
Jute presses.....			125	26,305
Arsenals, arms, ammunition, and gun-carriage factories, and sappers and miners' workshops.....	15	23,575		
Dockyards and port trust workshops.....	6	7,097	9	12,357
Woolen mills (including woolen-carpet and shawl-weaving establishments).....	2	213	23	11,939
Sawmills.....	3	213	118	10,904
Petroleum refineries.....			7	10,675
Tanneries and leather works.....	1	2,552	40	6,787
Sugar factories.....			30	7,627
Tobacco factories.....			14	5,351
Others.....	62	13,446	587	86,371
Total.....	171	99,291	3,882	1,035,856

Provincial Distribution of Industries.

Of the cotton mills, 181 are in the Bombay Presidency, with an aggregate number of 188,625 operatives, or 69 per cent of the total. Madras comes next with 26 mills and 23,564 persons. The United Provinces contain 17 mills with 16,779 persons, the Central Provinces and Bihar 14 mills and 14,952 persons, and Bengal 15 mills and 10,394 persons.

Almost all the jute mills (69) are in Bengal, with 248,641 operatives, or 99 per cent of the total. There are 3 mills in Madras, employing 2,123 persons.

There are in Bombay 486 cotton ginning and pressing mills, employing 36,451 persons. In the Central Provinces and Berar there are 415 mills with 29,572 persons; in the United Provinces, 156 mills with 15,414 persons; in Madras, 116 mills with 10,093 persons; in the Punjab, 135 mills with 9,452 persons; in Central India, 93 mills with 7,130 persons; in the State of Hyderabad, 140 mills with 6,131 persons; and Baroda, 62 mills with 6,005 persons.

The largest number of engineering workshops (including iron and brass foundries) is in Bengal (34 factories with 18,554 persons). Other important Provinces stand thus in order of importance: Bihar and Orissa (6 factories with 10,184 persons), Bombay (21 factories with 4,458 persons), and Madras (9 factories with 2,165 persons).

The majority of rice mills are in Burma (265 mills with 30,383 persons), and in Madras (114 mills with 7,913 persons).

Tile and brick factories are to be found mainly in Bengal (90 factories with 13,124 persons), Madras (28 factories with 5,635 persons), the United Provinces (25 factories with 2,897 persons), and the Punjab (30 factories with 2,652 persons).

Of the 125 jute presses, 118 are in Bengal, and these employ 25,698 persons. Of the remaining 7 presses, 4 are in Bihar and Orissa with 365 persons, and 3 in Madras with 242 persons.

Of the woolen mills (including carpet and shawl weaving establishments not classed as mills), 3 employing 3,917 persons are in the United Provinces, 7 with 2,884 persons are in the Punjab, and 7 with 2,585 persons are in the Kashmir State.

The home of the sawmill industry is Burma, which possesses 103 mills; employing 8,840 persons. Other principal Provinces having sawmills are Assam (8 mills with 1,038 persons), Madras (3 mills with 522 persons), and Bombay (2 mills with 381 persons).

Petroleum refineries are confined to the two petroleum-producing Provinces of Burma and Assam, Burma having six refineries with 9,970 persons and Assam one with 705 persons.

Tanneries and leather works are mainly in the United Provinces (8 factories with 4,178 persons), Madras (11 with 1,104 persons), Bengal (16 with 668 persons), and Bombay (1 with 480 persons).

Sugar factories are confined chiefly to the three Provinces of Bihar and Orissa, the United Provinces, and Madras. Bihar and Orissa have 10 factories with 2,309 persons, United Province 9 factories with 2,192 persons, and Madras 5 factories with 2,131 persons.

Of the 14 tobacco factories, 3 are in Bihar and Orissa with 2,482 persons, 5 in Bengal with 1,160 persons, 3 in Madras with 835 persons, and 1 in Bangalore with 800 persons.

Swedish Mackerel Catch.

According to the Svenska Dagbladet of June 30, 1918, 7,600,000 mackerel, valued at \$563,000, have been caught to date on the west coast of Sweden during the 1918 season.

HULL'S TIMBER TRADE.

[Consul Homer M. Byington, Hull, England, July 6.]

Hull imports of foreign sawn wood for the six months ended June 30, 1918, totaled 325,400 loads (1 load=50 cubic feet), as compared with 66,000 loads for the corresponding half year of 1917 and 158,000 loads in 1916. The 1918 importations may be said to be about a normal level. There are special circumstances operating in favor of Hull and the aggregate imports of the United Kingdom are not so satisfactory.

Regarding the rationing of the import timber trade the following is quoted from a local publication:

Further information is now to hand of the proposed scheme of "rationing" in the import timber trade. As already intimated all importers, merchants, and retailers have to be registered and particulars of normal sales, present purchases, sales, and stocks to be furnished to the Controller. So long as the scheme operates all softwoods will in future be purchased and imported into the United Kingdom by the Timber Supply Department, assisted by a trade-purchasing committee, this including, as they arrive, all parcels of softwoods coming forward on private account.

The present holdings of the trade now in stock in the United Kingdom, however, will remain the property of the respective owners and may be disposed of to consumers holding permits to purchase, subject to the existing regulations as to selling prices. Some exceptions are permitted in respect of stocks imported before May 15, 1917, from Norway and Sweden and July 19 from Canada and the United States. The idea appears to be to create a national stock which, after a certain portion has been reserved for emergencies and Government requirements, will be available to recognized importers, merchants, and retailers. When the scheme is fully in force the sales which under the old conditions were made by the Government buyers to consumers will practically cease.

Allocations or Rations.

With regard to the plan for rationing, the ration allocated to firms will be based on the average purchases declared relating to the years 1912, 1913, and 1914, taken together, reduced by the amount of their present holdings. They will not, it is intimated, be expected to draw upon the national stock until their own stocks are exhausted, the permits to purchase referring to either. Allocation is to be made in the first place for a six months' ration, the terms for payment to the Department of Supplies drawn from national stock being net cash in exchange for delivery order.

Maximum prices for sales to consumers will be published from time to time, and supplies out of national stock will be made at £3 15s. (\$18.25) per standard (1 standard=165 cubic feet) below these prices, this margin to include working expenses and one month's interest where credit is allowed. Retail sales by a retailer are limited to a value of £5 (\$24.33) per week to any consumer without a permit, the retailer being allowed to charge not more than £2 (\$9.73) per standard over scheduled prices. The scheme will come into operation at an early date, and a new timber order will be issued consolidating a number of existing orders, and affecting the control of both imported and home-grown timber.

INCREASE IN ITALIAN INSURANCE COMPANIES.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

Italy, writes *La Finanza Italiana*, is proceeding gradually to nationalize and organize the home insurance market, which prior to the war was too much dominated by foreign insurance companies, especially those of enemy countries. Since 1914, 23 pure Italian insurance companies have been organized, with a total capital of 46,805,000 lire, while 4 companies have increased their capital by 5,080,000 lire. If allowance is made for the companies that have suspended activities and for the 7 companies that have decreased their capital, the net amount invested in Italian insurance companies since 1914 reaches approximately 40,000,000 lire.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 5357.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., and firms desiring to submit proposals should give schedule numbers for furnishing the following: Schedule 1905, blacksmith's anvils, blacksmith's portable forges, nonglaze grit grindstones, hydraulic, screw, and worm-gear jacks, and 4-gallon capacity pitch kettles; schedule 1906, tinner's charcoal furnaces, tinner's mallets, tinner's bench shears, tinner's hand snips, and tinner's stakes; schedule 1907, steel balls for bearings, iron bolts, curtain rod brackets, turn buttons with plates, closed paint and cement cans, bronze sash jack chain, liquid door checks, galvanized wrought-iron wire cloth, brass screw eyes, brass eyelet grommets, and bronze door cup hooks; schedule 1908, spring, butt, strap, T, etc., hinges; schedule 1909, blind and sash, cabinet, cupboard, mortise type, roll-top desk, wardrobe, chest drawer, and door locks; schedule 1910, whisk brooms.

Tubular boiler, No. 5358.—Sealed proposals will be received by the lighthouse inspector, Rock Island, Ill., for furnishing and delivering one vertical submerged tubular boiler to lighthouse tender *Dandelion*, f. o. b. Keokuk, Iowa.

Boilers, No. 5359.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 12, 1918, for furnishing and installing two 300-horsepower boilers, with superheaters, in central power plant at naval station, New Orleans, La. Refer to specification No. 3165.

Laboratory supplies, No. 5360.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, Washington, D. C., until August 13, 1918, for furnishing and delivering anvils with vise, arsenic apparatus, arsenic tubes, ball mills, dropping bottles, triple-beam balance, red sable brushes, Barthel automatic burners, casseroles, chlorine gas-measuring apparatus, coagulators, cork borer sharpener, clamps, creamometers, crucible holders, aluminum dishes, etc. Circular No. 851.

OIL PRODUCTION AT BAKU, RUSSIA.

[L'Économiste Européen, July 5.]

The following table shows the Baku oil production in 1913, 1914, 1916, and 1917, in barrels of 42 gallons. The original figures in Russian poods, published in the Frankfort Gazette, were converted at the United States Geological Survey rate of 8.33 poods (crude oil) to the barrel:

Wells.	1913	1914	1916	1917
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
Old fields.....	46,680,000	40,560,000	39,490,000	31,572,000
New fields.....	9,360,000	10,368,000	17,700,000	16,701,000
Total.....	56,040,000	50,928,000	57,190,000	48,276,000

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Ibernia Bank Building.
 SAN FRANCISCO: 807 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobile repair parts.....	27278	Oils.....	27278, 27282
Automobiles.....	27281	Paints and varnishes.....	27278
Electrical apparatus.....	27281	Petroleum products.....	27278
Electrical machinery.....	27280	Rubber, sheet.....	27278
Furniture, steel.....	27281	Sawmill equipment.....	27274
Metal tubes and sheets.....	27279	Shipyard equipment.....	27274
Motor trucks.....	27275	Steel.....	27277
Motors.....	27279	Wire.....	27279
Nails.....	27281	Wood distilling plant.....	27274

27274.*—A firm in Chile who has recently taken over the property of a local company, consisting of some 800,000 acres of timber and agricultural land, sawmills, and a wood distilling plant, and who have also secured, for a period of 25 years, 2,400,000 acres of timber and farm land, desires to purchase a large modern sawmill equipment, plans for wooden sailing vessels, and shipyard equipment for constructing vessels up to 1,500 tons dead weight. The firm may also install a new wood distilling plant. Complete information should be submitted. Correspondence should be in Spanish. References.

27275.*—A railway company in Indo-China desires to receive bids for furnishing six motor trucks. Tenders will be received at the railway offices until 11 a. m. September 7, 1918. Complete specifications and instructions (in French) may be had on application to the Bureau or its district offices. (Refer to file No. 104426.)

27276.*—A company of general commission merchants in Spain desire to secure agencies for the sale of rubber in sheets for manufacturing tubing and other rubber articles. Correspondence may be in English. References.

27277.*—An agency is desired by a man in France for the sale of all kinds of steels. Correspondence may be in English. References.

27278.*—A firm in Argentina desires to secure an agency for the sale of oils, paints, varnishes, petroleum products, and automobile repair parts. Correspondence should be in Spanish. References.

27279.*—A firm in England would like to secure an agency for the sale of wire, wire nails, brass, copper, and steel tubes, and brass, copper, aluminum, and steel sheets. Quotations may be made f. o. b. New York. Payment will be made against bill of lading. References.

27280.*—An agency is desired by a man in France for the sale of electrical machinery. Correspondence may be in English. References.

27281.*—A man in Cuba wishes to be placed in communication with American manufacturers and exporters with a view to securing an agency for the sale of low and medium-priced automobiles, oil motors, electric motors, electric fans, electric household articles, machinery, and novelties of all kinds, and steel office furniture. Quotations should be made f. o. b. steamer, New York. Payment will be made by cash on receipt of shipping documents. References.

27282.*—A company in Spain would like to secure agencies for the sale of whale oil, lubricating oils, oils for the woolen industry, and various grades of animal oils. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

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CONTENTS.

	Page.		Page.
Swedish export industries' central council-----	497	Food situation in Austria-Hungary----	504
Canadian regulations for oleomargarine-----	497	Chinese university offers course in sericulture-----	505
Shortage of tin in Germany-----	498	Trade of the Union of South Africa for May-----	505
Commercial bureau for Greek Government in New York-----	498	Attendance at Leeds leather fair-----	506
Salt industry in the Netherlands-----	499	Shipments of American cotton to Japan-----	506
Decreased industrial earnings in Siam-----	499	Movement of coal and coke-----	507
Outlook in Ontario canning industry-----	500	New typewriter company organized in Copenhagen-----	509
Italian market for unexposed cinema films-----	501	Swedish timber exports-----	509
Earnings and expenditures of Sheffield tramways-----	502	Use of motor vehicles in Guadeloupe-----	510
German concerns amalgamate for ship-building-----	503	Wool stocks in the United States-----	511
Manufacture of alcohol from sotol plant-----	503	Development of lignite mining in Greek Macedonia-----	512
		Pine corks in Sweden-----	512

SWEDISH EXPORT INDUSTRIES' CENTRAL COUNCIL.

[Consul General Albert Halstead, Stockholm, July 11.]

Twenty Swedish industrial associations have formed a council called De Svenska Exportindustriernas Centralrad. The most important members are Järnkontoret (the Iron Institute), the Swedish Cellulose Association, the Swedish Wood Pulp Association, the Swedish Timber Export Association, the General Export Association of Sweden, the Swedish Industrial Association, the Swedish Chemical Industries Office, the Swedish Machine Industries Association, the Swedish Metal Goods Association, and the Swedish Timber Industries Association.

[A previous article on this association appeared in *COMMERCE REPORTS* for July 6, 1918.]

CANADIAN REGULATIONS FOR OLEOMARGARINE.

The rules governing the manufacture, importation, and sale of oleomargarine in Canada have been consolidated and published by the Department of Customs as Memorandum No. 2227B of July 18. Practically the same regulations as those which were promulgated by orders in council of October 23 and November 17 (see *COMMERCE REPORTS* for Oct. 31 and Nov. 27, 1917, or Foreign Tariff Notes No. 27, p. 95) are included in the present Memorandum, with one omission and four new sections. The authorization for the regulation of prices of oleomargarine does not appear in the revised rules, but it may be implied in section 19 quoted below. The definition of oleomargarine is revised to include butter substitutes manufactured wholly or in part from oil (as well as from fat) other than that from milk and cream, which contain no foreign coloring matter and which do not contain more than 16 per cent of water. The additions to the former

regulations are comprised in sections 6, 7, 18, and 19, which read as follows:

6. Importers of oleomargarine made wholly of vegetable fats, and oils shall furnish to the Collector of Customs at the port of entry a certificate of inspection in such form as may be required by the Canada Food Board.

7. Oleomargarine manufactured wholly from vegetable oils shall be so designated in all labels, brands, or other markings.

18. No person shall sell, offer, expose, or have in possession for sale any oleomargarine molded or cut into prints or blocks unless such prints or blocks are of the full net weight of one-half pound or 1 pound at the time they are sold, offered, exposed, or had in possession for sale.

19. The Dairy and Cold Storage Commissioner for the Dominion of Canada shall have charge of the enforcement of the provisions of these regulations, and of any other regulations made by His Excellency the Governor General in Council or by the Canada Food Board, in so far as such regulations pertain to the sale and use of oleomargarine.

SHORTAGE OF TIN IN GERMANY.

Paraffin paper containers are being used in Germany to a considerable extent in place of tin cans for condensed milk, preserved fruit, and vegetables, and in place of tin drinking cups; untinned steel sheets are also used extensively as a substitute. As to the seriousness of the shortage of tin there appears to be no doubt.

The Hamburgischer Correspondent, of January 1 last, stated that the Upper Silesian tin-plate industry is working under exceptional pressure, being engaged almost exclusively on army orders. The article in question states that a new plant has recently been erected for the purpose of remanufacturing old and scrap tin-plate, and that Upper Silesian tin-ore mines, which were formerly regarded as being too poor to warrant working, are now being worked as far as possible.

The same paper on February 8 contained an article originating from the Hamburger Chamber of Commerce, in which the whole country was urged in the interests of the national welfare to surrender for war purposes all stocks of tin and other scarce metals (including copper, brass, nickel, and aluminium).

It would appear that as yet no thoroughly satisfactory substitute for tin has been found.

COMMERCIAL BUREAU FOR GREEK GOVERNMENT IN NEW YORK.

[Consul General Alexander W. Weddell, Athens, Greece, June 17.]

Owing to transportation difficulties and the desirability of having a uniform and single transportation service, the Hellenic Government has established a commercial bureau at New York, attached to its consulate general in that city, and under the supervision of the Greek legation at Washington.

This bureau alone will be authorized to purchase and attend to all supplies needed in America by the Greek Government; loading and shipment of these supplies will be carried out in cooperation with the Greek General Transport Board (Direction Supérieure des Transports).

A similar bureau is being established at Marseille.

SALT INDUSTRY IN THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, June 29.]

A report from this consulate dated November 2, 1917 [published in **COMMERCE REPORTS** for Dec. 3], related to undeveloped salt beds in the Provinces of Gelderland and Overijssel, and stated that the threatened scarcity of salt in Holland was causing renewed consideration of them.

A joint-stock company has now been organized, called the Koninklijke Nederlandsche Zoutindustrie (Royal Netherlands Salt Industry), for the purpose of working these salt beds. The capital stock is 750,000 florins (\$301,500).

The prospectus of the company states that in 1903 an official Government report noted the presence of salt in Gelderland and Overijssel. In 1911 salt was found by boring in several localities to a depth of several hundred feet. The Government approved a proposition to develop the salt beds, but the matter was not pressing and nothing definite was done till the difficulty of importing salt caused by the war forced an interested consideration of the subject, which has resulted in the formation of the stock company, with Government approval and patronage. In fact, the State is to receive 150,000 florins' worth of the shares of capital stock.

The thickness of the principal salt bed is estimated at about 19 meters (62.33 feet), and it is calculated that a surface of 100 hectares (247 acres) would contain 38,000,000 tons of salt. However, the concession includes a surface of 3,000 hectares (7,413 acres), under which, according to the calculation, there might be 1,140,000,000 tons of salt. The total annual consumption in Holland is about 170,000 tons.

It is proposed to take measures for the immediate beginning of work.

DECREASED INDUSTRIAL EARNINGS IN SIAM.

[Vice Consul Carl C. Hansen, Bangkok.]

At a recent meeting of the shareholders of the Bangkok Manufacturing Co. (Ltd.), ice and soda water manufacturers, and cold storage merchants, it was reported that the results of the year's workings had not been so favorable as those of the previous year, there being a decrease in the profits of about 20,000 ticals (\$7,400). The gross earnings of the company's operations for the year ended March 31, 1918, were 69,220 ticals (\$25,611), and an ad interim dividend of 3 per cent and final dividend of 4 per cent had been distributed for the year.

The main factors given as contributing to the decrease in the earnings of this company were advanced prices for raw materials, higher freights, and increased cost of fuel. Paddy husks, the by-product of rice milling, have hitherto almost entirely served as the only fuel for all the manufacturing enterprises in Bangkok, but owing to the partial destructions of the paddy crop in lower Siam during last year, there has been a scarcity of paddy for milling purposes with consequent shortage and enhanced cost of the husks. Owing to shortage of fuel and the large increase in cost the Siam Electricity Co. (Ltd.) has increased the rates for the electric current.

OUTLOOK IN ONTARIO CANNING INDUSTRY.

[Consul Felix S. S. Johnson, Kingston, Canada, July 31.]

Canadian canners have experienced a satisfactory season and the outlook for the late pack of fruits and vegetables in Ontario has some encouraging aspects. Shortage of labor and the exceedingly high price of everything that enters into the manufacture of canned goods have furnished problems. The labor scarcity is being overcome, and in most instances packers will be able to handle a normal volume of raw material. Children under 14 years of age, who were heretofore permitted to do outside work at canning factories, are barred this year by Government enactment, and a notice was sent from Ottawa prohibiting the employment of women after 6.30 in the evening.

The extensive cultivation of city gardens and the canning that is being done in private households exercised a perceptible effect on the demand for canned goods through retailers in Ontario. It has been estimated that the demand fell off 10 to 15 per cent on this account. Some members of the trade are of the opinion that a still larger amount of domestic canning will be done this year, and this will affect consumption of the commercial article to an even greater degree. This is not expected to have much effect on prices, as costs have risen extensively during the last four years. Peas for which canners paid \$50 a ton last year are costing \$60 and in some cases \$70 this year, according to some reports. Tin plate will cost approximately the same as last year. Labels will be somewhat dearer, and boxes and labor will cost the manufacturer more than ever before.

Crop Prospects for Different Products.

Weather conditions favor the pea crop, and canners have been able to secure practically a full pack. It is almost assured that it will be possible to fill 100 per cent of the orders for peas, as compared with a delivery of 40 per cent last year. The canners' price averaged about \$1.50 per dozen for 2's last year, and it is not expected to differ much this year, on account of enhanced costs of labor, wrappings, boxes, etc. The pack of the early varieties was of unusually high quality.

Tomatoes are likely to be a fair crop, and the continuance of warm weather will insure a satisfactory yield. In western Ontario the prospects are considered to be good, and although some damage was done by frost in some sections of the Province, it was not of sufficient extent to cause anxiety.

The season is not sufficiently advanced to permit a definite forecast of the pack of corn. The crop is estimated to be about two weeks behind normal, but warm weather may change the situation between now and the date for the commencement of packing operations for corn.

Small fruits are a relatively small pack. Strawberries were about a 35 per cent pack, but canned raspberries will be fairly large. The record prices obtaining for the raw fruit are likely to affect the cost of the canned article materially. Strawberries are likely to command as high as \$1.12½ a dozen for 2's, f. o. b. canning factory to the retailer, which is fully \$1 above last year's price.

ITALIAN MARKET FOR UNEXPOSED CINEMA FILMS.

[Consul F. T. F. Dumont, Florence, July 13.]

The artistic successes of the Italian moving-picture industry are many, but few of the numerous stock companies manufacturing moving pictures have shown very good financial results. However, the industry was developing rapidly in the years preceding the war, and the export of films, practically all of which were developed ready for screen use, had risen by 1913 to 310,850 pounds, which, at an estimated weight of 4.7 pounds to each 1,000 feet of film, is equal to about 66,000,000 feet. The outbreak of war in 1914 seriously affected this trade, exports in that year being 231,300 pounds. In 1915 exports were 225,000 pounds; in 1916, 189,300 pounds; and in 1917, 142,100 pounds.

Film Imports and Exports.

No blank, sensitized films were manufactured in Italy prior to the war, and even at the present time little or no progress has been made in this line. In 1913 imports of this film had risen to 496,500 pounds, but dropped in 1914 to 392,300 pounds, while in 1915, 1916, and 1917 the amounts were 348,200, 390,000, and 340,500 pounds, respectively. The consumption, exclusive of exports, is about 185,000 or 190,000 pounds of blank film per year, or about 40,000,000 linear feet. A market of this size is well worth looking after.

An analysis of pre-war exports shows that about 26 per cent went to Great Britain, 16 per cent to France, 12 per cent to Brazil, 12 per cent to Austria-Hungary, 8 per cent to Argentina, 6 per cent to Germany, 5 per cent to Spain, and 3 per cent to the United States. The war has made a great change in the market for developed films, and in 1917 France took 25 per cent, Spain 20 per cent, and the United States 4 per cent of the films exported. Argentina and Brazil each took only one-third of their pre-war quantities.

United States Supplies Larger Part of Blank Films.

Imports, however, show the greatest change. Of the undeveloped film imported before the war Germany supplied 46 per cent, Great Britain 25 per cent, France 16 per cent, and Belgium 7 per cent; the United States furnished three-fourths of 1 per cent, or about 2,700 to 3,500 pounds. Imports from the United States rose to 45,800 pounds in 1915, to 227,000 pounds in 1916, and to 280,000 pounds in 1917, when they represented 83 per cent of the total imports. Great Britain followed with 10 per cent and France furnished practically all of the remainder.

It can be seen that the United States, because of the war, has acquired an important market for blank films. However, the needs of the war and the difficulties in transportation have required that old chemical plants be extended and numerous new ones built in Italy. It is certain once the war is over that some of these plants will be converted into plants suitable for manufacturing blank films. American manufacturers of film must keep a close watch upon this market if they hope to retain it, but it can be retained by furnishing first-class goods.

The leading markets for blank, sensitized films are in Milan, Turin, and Rome, where the large moving-picture companies are located. Recourse should be had to the American consuls at these places for the names and addresses of the firms.

EARNINGS AND EXPENDITURES OF SHEFFIELD TRAMWAYS.

[Consul John M. Savage, Sheffield, England, July 17.]

According to the report of the Sheffield Corporation Tramways and Motor Omnibuses just issued for the year ended March 25, 1918, the total gross capital expenditure for the year was £1,230,495 (\$5,988,204); and on the same date the sinking fund, provided out of revenue with earnings thereon, amounted to £525,042 (\$2,555,117). In the tramways section income on revenue account for the year amounted to £601,445 (\$2,926,932); and working expenses to £413,729 (\$2,013,412), an average cost per car-mile of 10.72 pence (21 cents), as compared with 8.34 pence (17 cents per car-mile for the previous year.

Principal Items of Expense.

In addition to the ordinary expenses, £11,036 (\$53,707) was paid in war allowances to the dependents of employees who have joined the colors; including this, there was a gross profit of £176,679 (\$859,808). The deductions of allowances for interest, sinking fund, income tax on profits, and other charges leaves a net balance of £83,903 (\$408,314), a decrease of £4,574 (\$22,259) from the preceding year. To this balance has been added the sum of £10,797 (\$52,543) arising from an adjustment of income taxes paid during the period 1900-1901 to 1913-14, making the total balance to be dealt with £94,700 (\$460,857). This balance has been appropriated as follows: Street improvements, £8,425 (\$41,000); renewals fund, £36,035 (\$175,364); proportion of income tax settlement, £10,799 (\$52,553); accumulated surplus fund, £903 (\$4,394); special purposes fund, £2,000 (\$9,734); capital account, £417 (\$2,029); and transfer to general district rate (which goes to the relief of the city taxes), £36,121 (\$175,783).

Dating from December 25, 1917, there was an increase of 5 per cent for electrical energy, and a further advance of 8½ per cent came into operation in June, 1918. This latter advance will not affect the period under review, but will no doubt have an appreciable effect on the working of the enterprise during the current year. Except that from May 14, 1917, halfpenny fares were discontinued, there has been no change in the fares charged passengers, although fears are expressed that increased costs of operation will ultimately make advances necessary. The total number of passengers carried during the year was 153,506,213, an increase of 10,954,666 over the preceding year.

Income from Motor Omnibuses.

In the motor omnibus section the traffic revenue was £46,991 (\$228,682), and with other items the total income amounted to £47,640 (\$231,840). The operating expenses were £36,774 (\$178,961); war allowances to dependents of employees, £326 (\$1,586); and depreciation, £3,455 (\$16,814). The gross profit was £7,084 (\$34,474); provision for sinking fund, income tax on profits, renewals, etc., leaves a net balance of £4,041 (\$19,666). The balance standing to the credit of the special reserve fund on March 25, 1918, was £2,221 (\$10,809).

Owing to scarcity of motor spirit, the service of motor omnibuses has been maintained with considerable difficulty, and proposed extensions of the system have been temporarily abandoned.

The total number of employees is 2,120, of whom 1,108 are men and 1,012 women. The present rolling stock consists of 347 service cars, 14 store cars, 24 motor omnibuses, 3 motor-power wagons, and 7 motor lorries and vans. One single-deck car has been sold and delivered, 9 single-deck cars are being disposed of, and 12 double-deck cars have been purchased.

GERMAN CONCERNS AMALGAMATE FOR SHIPBUILDING.

The *Weser Zeitung* of June 13 contains a report from Berlin stating that the Gutehoffnungshuette, the Allgemeine Elektrizitaets Gesellschaft, and the Hamburg-Amerika Line have formed a consortium for the purpose of building ocean-going vessels. The share capital for the present will be 10,000,000 marks (\$2,380,000 at normal exchange). The yards will be located at Finkenwaerder-Hamburg on land that is to be leased to the new concern for a period of 75 years by the city of Hamburg. Tank ships and other kinds of vessels will be built. All of the largest German shipping lines will be represented in the directorate.

The *Weser Zeitung* of June 14 also contains a report from Berlin concerning now shipbuilding plans, as follows:

A report is current in Hamburg that a large shipping yard is to be established in the neighborhood of Hamburg in connection with the recently founded Rickmers Studien G. m. b. H. of that city; the new concern will build inland as well as sea craft. Industrial concerns that furnish material or machinery for the building of ships will be paid in shares of the company that operates the vessels. The first work of the new yards will be the construction of 12 fast vessels suitable for carrying ore.

The same article reports that the shipyard of J. Junge (Elsfleth, 18 miles from Hamburg) has been sold to a Hamburg consortium which contemplates constructing large freighters.

MANUFACTURE OF ALCOHOL FROM THE SOTOL PLANT.

[Consul Lloyd Burlingham, Ciudad Juarez, Mexico, July 8.]

A number of inquiries have been received as a result of the report published in *COMMERCE REPORTS* of May 2 upon the proposed manufacture in this city of alcohol from the sotol plant. Only about 100 barrels of alcohol have been manufactured so far, due partly to the difficulty in securing a competent distillery man and partly to the fact that the sap of the sotol plant has not the proper chemical properties from about June 1 to August 15. Arrangements have been made to secure a good distillery man to begin work about August 15, 1918, and it is expected that the plant will be run at full capacity from that time.

The supply of the sotol plant is practically unlimited. It grows wild in the fields and it is relished by cattle. A factory is in operation in El Paso, Tex., for the manufacture of a cattle food made by a mixture of cottonseed hulls, chopped alfalfa, and a sirup extracted from the sotol plant. It is said that this prepared food will closely approximate beet pulp in chemical analysis. Its manufacture is just commencing, but it is expected shortly to turn out about 100,000 pounds a day, which will sell for about \$1.75 for a 100-pound sack.

FOOD SITUATION IN AUSTRIA-HUNGARY.

[Consul General Albert Halstead, Stockholm, Sweden, July 8.]

The *Svensk Handelstidning* for July 6 contains the following analysis of the food situation in Austria-Hungary:

The German papers paint the food situation in Austria as very serious. Of the Austrian food crisis which, in spite of the assistance of Germany in sending shipments of grain from the Ukraine and other necessary measures, has not yet been carried over its worst stage—a correspondent in Vienna gives to the *Frankfurter Zeitung* a thorough description, grounded on facts, while at the same time scrutinizing the causes for what he calls “the hunger catastrophe.” The account shows how this crisis originated and developed through a marked lack of cooperation, not only among the different Provinces, but also and mainly between the classes—the country people and the city populations on one side and the wealthier classes, who encourage clandestine trade, on the other.

Austrian Food Rations.

When the hopes of imports from the Ukraine were not realized, the crisis could no longer be avoided. In order to get an idea of the extent of this shortage of food it is not sufficient to go by the figures of the bread ration only, although the reduction in this article from 1,250 to 630 grams per week, and for hardworking laborers from 1,750 to 1,120 grams per week speaks a plain language. The weekly allowance of flour amounts to 1.8 kilo (kilo=2.2 pounds), and that of rice, corn, or some substitute, since a few weeks ago, to one-sixteenth kilo. Butter and fats are apportioned in parts of grams per week or not at all. There is an allowance of three-fourths kilo of sugar, a small package of coffee substitute, and one-half kilo of marmalade per month. Milk is available only for children under 2 years of age, pregnant women, and nursing mothers, in quantities of one-fourth to one-half liter per day; larger children and adults hardly ever see any milk. The foods mentioned come under the official rationing. All other kinds are to be had very irregularly and in small quantities. There is no regular supply of eggs, vegetables, cheese, etc. Fruit is hardly ever seen on the market places, and that which the marmalade factories do not buy is sold at fabulously high prices, for example, 1 kilo of strawberries sells at 20 Austrian crowns, cherries for 4 to 8 Austrian crowns, etc. [The national exchange value of the Austrian crown is \$0.203, but it is now greatly depreciated.] This applies to Vienna, other large cities, and the industrial districts.

Considerable work has been done for several years to supply laborers and poor people with both rationed and not rationed food, and considerable contributions from both the public and large industrial enterprises have been granted to the “consumption associations,” which the laborers have established on their own initiative.

Causes of Shortage.

Austria for many years has not had enough grain to support herself and during the war its production has been still less. During the war Galicia has been removed from the contributors to the support of grain in Austria, and the production in other parts of the country has been pronouncedly reduced on account of lack of laborers. Another and important fact is that the three last years have been

bad for the harvest all over the world and not least in Austria-Hungary. The reduction of supplies is, no doubt, the most important cause of this crisis but another one, slightly less important, is the lack of cooperation between the different Provinces in the country, partly accentuated by the difference in language and people. However, it is doubtful whether there is any noticeable lack of food in the Province of Styria, but in Carinthia the need is somewhat noticeable. The ration in Hungary in January was still 12 kilos for the household of farmers, or self-producing households, and in the cities 7 kilos per person.

CHINESE UNIVERSITY OFFERS COURSE IN SERICULTURE.

[Vice Consul Alvin W. Gilbert, Nanking, China, June 26.]

The University of Nanking has organized a short-term course in silkworm culture that will run about two and a half months. Silkworm eggs from all the silk-producing districts of China have been collected—170 varieties in all, which is undoubtedly the most complete collection ever made. Seventy-two representatives from these various districts are taking this course. More than half represent Government officials and schools, and many are experts and teachers of silk culture. Each student is required to rear his own silkworms according to the best modes in vogue in his district. Experiments are under way to furnish scientific explanation for or against many common ideas in regard to the production of silk. Special attention is paid to the eradication and control of diseases among the worms and to the production of eggs that are free from disease, to selection of cocoons for quantity and quality of fiber, and to silkworm breeding.

In cooperation with the International Committee for the Improvement of Sericulture in China this institution has undertaken possibly the largest experiment in mulberry culture ever attempted in China, which includes selection of the best species, stock for grafting, methods of propagation by budding and grafting, and cuttings and pruning. Already 11 mow of land (about 2 acres) have been rented, and about 1,000 trees of many kinds have been planted.

[Recent reports on the efforts to improve the silk industry in China were published in *COMMERCE REPORTS* for Mar. 23 and June 22, 1918.]

TRADE OF THE UNION OF SOUTH AFRICA FOR MAY.

[Consul General George H. Murphy, Cape Town.]

The value of the import and export trade of the Union of South Africa for May, 1918, is given below by ports:

Port.	Imports.	Exports.	Gross customs duty.	Port.	Imports.	Exports.	Gross customs duty.
Cape Town.....	\$2,750,000	\$1,903,000	\$360,000	Lourenco Marques	\$580,000	.....	\$35,000
Port Elizabeth.....	1,698,000	928,000	250,000	Other ports.....	33,000	\$2,000	49,000
East London.....	927,000	1,850,000	135,000	Post office.....	.....	.....	76,000
Durban.....	4,768,000	3,807,000	468,000	Total.....	10,726,000	8,488,000	1,714,000
Johannesburg.....	.....	.....	341,000				

ATTENDANCE AT LEEDS LEATHER FAIR.

[Consul Percival Gassett, Leeds, England, July 18.]

The midsummer quarterly fair took place in the Corn Exchange, Leeds, yesterday. There was a slightly better attendance than at recent gatherings, says the Yorkshire Post, although compared with prewar days it was very poor. The Post continues:

The principal object of the dealers and others present was the picking up of any parcels of uncontrolled leather that might be available. These are getting gradually less owing to the increasing vigilance of the Government officials, who are by degrees practically controlling the whole trade. Very few lines are now open to the public exchange, and there is a fear that before long all the leather produced and the boots and shoes manufactured must be under the supervision of the military or civilian boot departments. It was, however, clear and a cause for general satisfaction that there is no actual shortage of either upper or bottom leathers. At the different Government depots or in the hands of the curriers and tanners it is confidently stated that there is more leather now in the country than at any period in the history of the trade, but the officials in charge of the raw materials department refuse to release it.

Buyers yesterday were active in their inquiries for released bends for the "free" civilian boot trade and for repair work. The release granted a fortnight ago for the middle and medium grades, which promised to bring much-needed relief, has turned out to be much smaller than was expected, and in many parts of the country there is a serious shortage. Boot factories have had to curtail their working hours in consequence. The quantity of hides is rather below the average and on both foreign and home account the slaughter of cattle is below normal. There is a considerable curtailment of tanning materials. American sole leather is in small supply and not sufficient for the needs of the trade. For all descriptions of hide offal, both in rough and primed, there is a steady demand. Tanners of Army accouterment leathers reported trade brisk, and further contracts are announced.

In the upper-leather section the turnover is rather below normal. Curriers are making less russet kips than of late, because of the poorer quality of the East India kips arriving. The stocks already held, however, are more than sufficient for military requirements. Box sides for war-time boots are also in good supply and the better grades are moving with more freedom. There are many of these not quite good enough for the "controlled" boots which it was expected might be available for ordinary boot-trade purposes. Curriers are without instructions to clear, and this caused some buyers to leave the fair yesterday without accomplishing the object of their visit. Black and russet calf leather is now confined for use in the manufacture of officers' boots, and the market is clear of stock. Glace kids are in smaller supply and insufficient for the needs of the trade.

SHIPMENTS OF AMERICAN COTTON TO JAPAN.

[Excerpt from Japan Chronicle of June 28, transmitted by Consul General George H. Seidmore, Yokohama, Japan.]

As already noted, the cotton merchants and the Nippon Yusen, Osaka Shosen, and the Toyo Kisen Kaisha have agreed to fix the freight for the shipment of next season's American cotton at \$2.15 per 100 pounds. At this freight, three steamship companies are to ship 200,000 bales between September 1 and September 15 of next year—the Nippon Yusen Kaisha 60,500 bales, the Osaka Shosen Kaisha 103,400 bales, and the Toyo Kisen Kaisha 36,100 bales. The total consignments of American cotton to Japan are estimated at 500,000 bales, of which 200,000 bales are covered by the contract made by the cotton merchants and the steamship companies. With regard to the shipment of the remaining 300,000 bales, they have further agreed that the Nippon Yusen, Osaka Shosen, and the Toyo Kisen Kaisha should be given priority in undertaking transport at the same freight at which 200,000 bales are to be carried.

MOVEMENT OF COAL AND COKE.

Figures of coal and coke carried over 14 leading railroads during April and four months ending April, 1917 and 1918, have been compiled from reports furnished by the following railroads:

APRIL.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
FOR REVENUE ONLY.						
Anthracite:						
Buffalo, Rochester & Pittsburgh	Short tons.	Short tons.	Short tons.	Short tons.	Short tons.	Short tons.
Buffalo & Susquehanna			16,135	20,449	16,135	20,449
Chesapeake & Ohio	64	57	77	397	77	397
Erie	668,304	903,081	571	763	635	820
Huntingdon & Broad Top			188,676	35,010	854,960	938,091
Mountain			32	32	32	32
Pennsylvania	442,702	536,707	339,461	453,113	782,163	989,820
Pittsburgh & Lake Erie			114	58	114	58
Pittsburg, Shawmut & Northern			758	1,291	758	1,291
Virginian		163	176	125	176	298
Western Maryland			33,120	44,662	33,120	44,662
Total	1,111,070	1,440,008	577,120	555,900	1,688,190	1,995,908
Bituminous:						
Buffalo, Rochester & Pittsburgh	771,031	923,265	6,116	24,954	777,147	948,219
Buffalo & Susquehanna	109,889	135,938	289	1,260	110,178	137,198
Chesapeake & Ohio	1,917,274	2,019,380	139,613	162,561	2,056,887	2,181,941
Erie	26,619	35,266	715,494	1,109,010	742,113	1,144,276
Huntingdon & Broad Top	84,053	100,498	34,751	20,920	118,804	121,418
Mountain						
New York Central (Buffalo and east)	659,673	757,352			659,673	757,352
Norfolk & Western	1,940,455	1,858,062	498,451	296,847	2,438,906	2,154,909
Pennsylvania	3,630,086	3,432,017	830,944	810,681	4,461,030	4,242,078
Pittsburgh & Lake Erie	509,716	659,399	327,577	621,748	831,293	1,281,147
Pittsburg & Shawmut	214,024	200,288			214,024	200,288
Pittsburg, Shawmut & Northern	92,987	51,304	51	42,768	93,038	94,072
Virginian	427,546	476,805	73,038	83,361	500,584	560,166
Western Maryland	386,613	403,963	315,988	458,582	702,601	862,545
Total	10,763,966	11,052,537	2,942,312	3,612,072	13,706,278	14,664,609
FOR COMPANY FUEL.						
Anthracite:						
Erie	17,069	22,045	47		17,136	32,045
Pennsylvania	14,465	1,045	10,923	6,781	25,388	7,826
Total	31,534	33,090	10,970	6,781	42,524	39,871
Bituminous:						
Buffalo, Rochester & Pittsburgh	58,802	76,934			58,802	76,934
Buffalo & Susquehanna	8,054	8,671			8,054	8,671
Chesapeake & Ohio	151,401	189,666			151,401	189,666
Erie	84,850	115,775	210,243	279,266	295,093	395,041
Huntingdon & Broad Top						
Mountain	3,926	3,057			3,926	3,057
New York Central (Buffalo and east)	174,711	200,505			174,711	200,505
Norfolk & Western	233,138	267,360	51,324	35,253	284,462	302,613
Pennsylvania	703,969	604,036	3,327	19,023	707,296	623,059
Pittsburgh & Lake Erie	49,590	45,813	2,327	9,980	51,917	55,793
Pittsburg & Shawmut	3,264	2,638			3,264	2,638
Pittsburg, Shawmut & Northern	4,894	2,047		2,430	4,894	4,477
Virginian	23,876	35,019	6,043	4,058	29,919	39,077
Western Maryland	42,929	38,399	14,573	22,100	57,502	60,409
Total	1,543,504	1,589,830	287,837	372,110	1,831,341	1,961,940

APRIL—Continued.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
COKE FOR REVENUE AND FUEL.						
Buffalo, Rochester & Pittsburgh.....	<i>Short tons.</i> 19,074	<i>Short tons.</i> 25,060	<i>Short tons.</i> 14,604	<i>Short tons.</i> 16,660	<i>Short tons.</i> 33,678	<i>Short tons.</i> 41,750
Buffalo & Susquehanna.....	17,137	33,743	.....	.....	17,137	33,743
Chesapeake & Ohio.....	32,287	38,370	8,845	9,713	41,132	48,083
Erie.....	.....	14,005	50,432	91,306	50,432	105,311
Huntingdon & Broad Top Mountain.....	6,060	6,511	939	95	6,999	6,606
Norfolk & Western.....	179,193	190,625	14,642	8,315	193,835	198,940
Pennsylvania.....	813,787	757,408	271,164	233,433	1,084,951	990,841
Pittsburgh & Lake Erie.....	88,934	70,245	497,852	574,752	586,786	644,997
Pittsburg, Shawmut & Northern.....	.....	.....	19	.....	19	.....
Virginian.....	.....	.....	.....	22	.....	22
Western Maryland.....	7,207	5,951	4,728	12,816	11,955	18,767
Total.....	1,163,679	1,144,918	863,225	947,142	2,026,904	2,089,060

FOUR MONTHS ENDING APRIL.

FOR REVENUE ONLY.						
Anthracite:						
Buffalo, Rochester & Pittsburgh.....	<i>Short tons.</i>	<i>Short tons.</i>	<i>Short tons.</i> 73,335	<i>Short tons.</i> 75,591	<i>Short tons.</i> 73,335	<i>Short tons.</i> 75,591
Buffalo & Susquehanna.....	.....	.....	2,032	1,404	2,032	1,404
Chesapeake & Ohio.....	405	2,421	3,164	5,415	3,569	7,866
Erie.....	2,785,568	2,928,551	718,220	657,918	3,503,728	3,586,469
Huntingdon & Broad Top Mountain.....	.....	.....	202	211	202	211
Pennsylvania.....	2,074,027	2,172,333	1,690,372	1,918,136	3,764,399	4,090,469
Pittsburgh & Lake Erie.....	.....	.....	402	195	402	195
Pittsburg, Shawmut & Northern.....	.....	.....	4,747	5,476	4,747	5,476
Virginian.....	473	680	1,158	579	1,631	1,259
Western Maryland.....	.....	.....	143,522	143,729	143,522	143,729
Total.....	4,860,413	5,103,985	2,637,154	2,808,684	7,497,567	7,912,609
Bituminous:						
Buffalo, Rochester & Pittsburgh.....	3,074,084	3,463,120	33,837	85,037	3,107,921	3,548,157
Buffalo & Susquehanna.....	476,207	683,275	953	3,975	477,160	687,260
Chesapeake & Ohio.....	7,436,995	7,666,686	594,588	511,174	8,031,583	8,177,860
Erie.....	123,783	104,981	2,825,734	3,569,920	2,949,517	3,674,901
Huntingdon & Broad Top Mountain.....	348,360	383,209	147,870	98,128	496,230	481,337
New York Central (Buffalo and east).....	2,842,120	2,819,021	.....	.....	2,842,120	2,819,021
Norfolk & Western.....	7,567,654	6,961,757	1,591,220	1,015,827	9,158,874	8,007,584
Pennsylvania.....	14,236,776	12,187,851	2,835,205	2,970,357	17,071,981	15,158,208
Pittsburgh & Lake Erie.....	1,579,945	2,406,725	1,650,419	2,198,790	3,530,364	4,605,515
Pittsburg & Shawmut & Northern.....	961,709	793,108	.....	.....	961,709	793,108
Virginian.....	561,602	211,727	140	224,231	561,742	435,958
Virginian.....	1,810,669	1,678,054	295,278	249,006	2,105,947	1,927,060
Western Maryland.....	1,579,330	1,637,466	1,591,110	1,495,205	3,170,410	3,132,671
Total.....	42,899,234	40,996,980	11,566,354	12,451,650	54,465,588	53,448,630
FOR COMPANY FUEL.						
Anthracite:						
Erie.....	80,963	111,604	98	49	80,961	111,653
Pennsylvania.....	64,472	6,773	53,218	30,948	117,690	37,721
Total.....	146,885	118,377	53,316	30,997	198,651	149,374
Bituminous:						
Buffalo, Rochester & Pittsburgh.....	264,604	300,693	.....	.....	264,604	300,693
Buffalo & Susquehanna.....	35,510	50,277	.....	.....	35,510	50,277
Chesapeake & Ohio.....	806,270	768,739	.....	.....	806,270	768,739
Erie.....	406,821	363,454	888,223	897,224	1,295,044	1,260,678

FOUR MONTHS ENDING APRIL—Continued.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
FOR COMPANY FUEL—con.						
Bituminous—Continued.						
Huntingdon & Broad Top Mountain.....	Short tons. 12,928	Short tons. 13,173	Short tons.	Short tons.	Short tons. 12,928	Short tons. 13,173
New York Central (Buffalo and east).....	791,677	911,606	.....	.....	791,677	911,606
Norfolk & Western.....	958,820	1,076,190	217,065	148,849	1,175,885	1,225,039
Pennsylvania.....	2,529,542	2,901,061	8,084	68,888	2,537,626	2,969,949
Pittsburgh & Lake Erie.....	177,321	175,990	15,001	50,099	192,322	226,089
Pittsburg & Shawmut.....	16,098	14,989	.....	.....	16,098	14,989
Pittsburg, Shawmut & Northern.....	27,841	14,534	.....	17,251	27,841	31,835
Virginian.....	114,949	126,018	20,912	14,781	135,861	140,799
Western Maryland.....	179,583	155,453	59,611	83,978	239,194	239,431
Total.....	6,316,964	6,872,317	1,208,886	1,281,070	7,525,850	8,153,387
COKE FOR REVENUE AND FUEL.						
Buffalo, Rochester & Pittsburgh.....	98,470	98,763	45,851	58,791	144,321	157,554
Buffalo & Susquehanna.....	132,688	141,087	.....	35	132,688	141,122
Chesapeake & Ohio.....	143,517	158,907	28,729	25,616	172,246	184,523
Erie.....	.....	50,784	191,290	272,358	191,290	323,142
Huntingdon & Broad Top Mountain.....	23,387	20,199	1,762	736	25,149	20,935
Norfolk & Western.....	765,556	778,974	41,747	88,323	807,303	867,29
Pennsylvania.....	3,039,207	2,555,802	1,023,984	717,453	4,063,191	3,273,255
Pittsburgh & Lake Erie.....	379,056	300,877	1,967,840	2,242,295	2,346,896	2,543,172
Pittsburg, Shawmut & Northern.....	.....	.....	19	.....	19	.....
Virginian.....	.....	.....	71	378	71	378
Western Maryland.....	31,482	23,672	25,801	29,976	57,283	53,648
Total.....	4,613,363	4,129,065	3,327,094	3,435,961	7,940,457	7,565,026

NOTE.—No returns were received for the Baltimore & Ohio Railway.

NEW TYPEWRITER COMPANY ORGANIZED IN COPENHAGEN.

[Consul B. L. Agerton, Copenhagen, Denmark, June 27.]

A new Danish company, "Nordisk Skrivemaskinefabrik," has recently been organized at Copenhagen for the purpose of manufacturing typewriters. The company has already installed its machinery and the first typewriters have been produced. The new typewriter is said to be much simpler in construction than the American machines. The factory now equipped is said to be able to produce 100 to 150 machines per month; and, due to the fact that no American typewriters are being imported and that but few are coming in from other sources, the company will find a ready market for its product.

SWEDISH TIMBER EXPORTS.

According to figures published in Svensk Travar-Tidning for June 15, 1918, the exports from Sweden of sawed and planed pine and spruce lumber during the first four months of 1918 amounted to 146,979 standards, as against 113,878 standards, 153,606 standards, and 118,041 standards in the corresponding periods of 1917, 1916, and 1915, respectively. The exports during the first four months of the prewar years 1913 and 1914 were 102,709 standards and 77,421 standards, respectively. (A standard of boards is equivalent to 1,980 board feet.)

USE OF MOTOR VEHICLES IN GUADELOUPE.

[Consul Henry T. Wilcox, Guadeloupe, French West Indies.]

The population of Guadeloupe is estimated to be about 200,000. The greater number of these people are laborers who are dependent for their living upon the cultivation and preparation for market of the local crops of sugar, coffee, cocoa, and vanilla. After deducting these laborers and the classes, such as servants, small shopkeepers, and clerks, from the total population, the number of remaining persons who are well enough off to purchase motor cars is very small.

A Small Increase in Number of Automobiles Imported.

While the demand for pleasure cars in this colony is without doubt very limited, it is impossible to estimate the number of persons who can buy cars. In 1912 it was thought that not more than 100 of the inhabitants could afford automobiles, and in 1915 one of the leading merchants stated that cars had been purchased by everyone that had the means. Both of these statements have been proved incorrect; as shown by the following table, giving the imports of automobiles from January 1, 1913, to May 1, 1917, the number of machines in use at present is about 169, and new ones are slowly but steadily being purchased:

From—	1913	1914	1915	1916	Jan.-May, 1917
France.....	14	11	11	6	.....
United States.....	13	17	22	48	27
Total.....	27	28	33	54	27

The effect of the war in Europe on the importation of French machines is clearly shown by the above figures.

The greater number of cars in use at present are American five-passenger four-cylinder touring cars of the types which sell in the United States for \$500 to \$1,000. There are, however, several of the more expensive types, among which are to be found cars with 6, 8, and 12 cylinder motors. On account of the hills three and four speed gears are preferred. No changes or special equipment are required for American cars intended for this island. The license fee on all automobiles is 60 francs (\$11.58) per year.

Condition of Roads—Import Duties.

There are about 200 miles of roads suitable for motor cars in the colony. They are all in fair condition at present and should show a marked improvement in the near future, as the Government has recently purchased and begun the use of a supply of modern road-making machinery. The surfaces of the two islands which together form Guadeloupe are distinctly different. That of Basse Terre is very mountainous, some of the grades being as much as 15 per cent, while the surface of Grande Terre is rolling.

The French tariff on automobiles imported from the United States is as follows: Chassis with or without motor, with or without body, weighing 5,512 pounds or more, \$4.38 per 100 pounds; from 1,102 to 5,512 pounds, \$6.57 per 100 pounds. The local tariff on a car seating less than four persons is \$19.30, and on those seating four or more, \$38.60 each. Tires are subject to a duty of \$13.13 per 100 pounds, and a local duty of 6 per cent. The French tariff on

finished parts weighing from 33 to 220 pounds is \$2.19 per 100 pounds; from 2.2 to 33 pounds is \$2.86 per 100 pounds; and 2.2 pounds or less, \$3.50 per 100 pounds. The local duty on automobile parts is 4 per cent.

America furnishes the entire supply of gasoline, and as a result of the high duties and the high freight rates it is sold here at about 80 cents a gallon.

Purchases Usually Made Through Local Merchants.

It is customary for purchasers to deal through merchants who represent American manufacturers when buying motor cars and accessories, although occasionally cars are bought direct from the factory by the users. The demand is so small that none of the dealers can afford to keep cars in stock. Most of them, however, keep small supplies of accessories on hand, and two or three of them have shops where ordinary repairs can be made. American tires have never been able to compete with those imported from France because of the preferential duty in favor of French tires. It is true that some American tires are imported, but as a rule such tires arrive on new cars, and when they are worn out they are replaced by tires of French manufacture.

There are plenty of native chauffeurs on the island who are quite reliable. Their monthly wages vary from \$15 to \$20. Occasionally a chauffeur of exceptional ability is paid more, but such cases are very rare.

French and American Motor Trucks Used.

Eight motor trucks, seven of which are French and one American, are included in the figures given in the above list. They are all of about 1-ton capacity and are used as omnibuses in the public passenger services of the island. The French machines, which have been in use for several years, are almost worn out and will probably have to be replaced in the near future. The American truck has proved so satisfactory that a second one has been ordered.

The sugar centrals have apparently never taken an interest in motor trucks for transporting cane to the mills, in spite of the fact that these machines have been used to advantage by sugar planters in other parts of the world where conditions are similar to those in Guadeloupe. A list of sugar centrals and of dealers in automobiles and accessories accompanies this report [copies of which may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 103879]. It is suggested that interested manufacturers write the sugar centrals explaining the advantages of trucks over carts drawn by oxen and mules. All correspondence and catalogues should be in French.

WOOL STOCKS IN THE UNITED STATES.

Statistics issued by the Department of Agriculture give the wool stocks held by dealers and manufacturers in the United States on June 30, 1918, as about 460,490,000 pounds, grease equivalent, compared with 585,000,000 pounds on the same date last year. Stocks of wool on June 30, 1918, by classes, in pounds, were: Grease, 320,046,655; scoured, 29,513,208; pulled, 19,008,014; tops, 15,251,695; and noils, 15,784,791.

DEVELOPMENT OF LIGNITE MINING IN GREEK MACEDONIA.

[Consul General George Horton, Saloniki, July 3.]

The absence of coal deposits has been a great handicap in the manufacturing industry of Greece, as the fuel for other than domestic purposes has had to be imported. An inferior quality of lignite has in recent years been mined in the island of Euboea and to some extent on the mainland of Greece. Consequently, the discovery of large deposits of lignite of a superior quality, which burns well alone without an offensive odor, has excited much interest.

These deposits are located about 10 kilometers (6.21 miles) north of Ekaterina and across the head of the Gulf of Saloniki from the city of Saloniki. Competent engineers have traced up to the present time a mass of approximately 700,000 tons, and the investigations have covered only a small area. It is reported that the whole region bears promise of further large deposits. The region was apparently in early geological periods a vast lake, and the lignite is evidently the result of masses of decaying water vegetation rather than of ancient forests. Three veins, each varying from 12 to 18 inches in thickness, have so far been uncovered.

Mining operations have not been greatly developed as yet, but five horizontal galleries of varying lengths have so far been driven into the mountain side. Only 20 to 25 tons per day are being extracted at present, but the engineers estimate that, as soon as transportation facilities are arranged, the output will reach 200 tons per day. There are at present about 100 men employed. A railway spur is being built to the mine from the main line of railroad running from Saloniki south to Ekaterina, Larissa, and Athens, which will soon enable the fuel to be transported to all points on this line.

The mining company is a private one, controlled by Greek subjects, the principal stockholders residing in Saloniki.

At the end of the war Greece will probably find a new and most valuable asset, one which will tend to greatly stimulate manufacturing of all kinds.

[A report on the coal mines of Macedonia was published in *COMMERCE REPORTS* for Jan. 2, 1918.]

Pine Corks in Sweden.

According to Trade Commissioner Axel Oxholm, who is investigating the lumber markets of Finland and Scandinavia, a wooden cork is now being used in Sweden because of the shortage of the true cork. The substitute is made of quick-growing pine, with wide annual rings, to allow the upper part of the cork to swell after the punch has been used. A sample cork has been transmitted by Mr. Oxholm, which may be inspected at the Bureau of Foreign and Domestic Commerce or its district or cooperative offices. Refer to file No. 40074.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 807 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingersoll Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
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CONTENTS.

	Page.		Page.
Mexican petroleum duties for July and August	513	National kitchens and restaurants in England	520
Canada's fish supply and distribution	514	Sugar grinding at Tucuman, Argentina	522
Decrease in Italian marble production	514	Development of Philippine rattan industry	523
Electricity as factor in reconstruction in France	515	New industries in South Africa	527
Italian railway statistics	517	Italian prices for citrate of lime and lemon juice	527
Tobacco trade of Norway	518	Offices of the Bureau of Foreign and Domestic Commerce	527
Swedish iron industry in first quarter of 1918	519	Foreign trade opportunities	528

MEXICAN PETROLEUM DUTIES FOR JULY AND AUGUST.

Prices of petroleum products for July and August, to be used as a basis for the special stamp tax on exports, were published in the Mexican press on July 5 and reported by Vice Consul Luther K. Zabriskie, Mexico City. The prices thus fixed are the following: Fuel oil of a density of 0.91, 20 pesos per ton; crude petroleum of density of 0.91, 26.80 pesos per ton; petroleum of density greater than 0.97, 7 pesos per ton; gas oil, 20 pesos per ton; refined gasoline, in bulk or in containers, 0.12 peso per half liter; crude gasoline, in bulk or in containers, 0.11 peso per three-quarters of a liter; crude or refined kerosene, in bulk or in containers, 0.04 per liter. The prices of crude petroleum or fuel oil are increased or diminished according to density, following the provisions of the law of April 13, 1917. (An account of the provisions of this law is given in *COMMERCE REPORTS* for June 5, 1917; modifications are reported in the issue of November 9, 1917. These articles appear also in *Foreign Tariff Notes* No. 25, p. 165, and No. 27, p. 87, respectively.) The rate of the tax, for crude petroleum, is 10 per cent.

Modification of Price Schedule.

Shortly after the above schedule was published, it was reported that the Mexican Treasury Department had published a new list, reducing the amount for four of the items of the first list. These prices, forwarded by Ambassador Fletcher, are as follows: Fuel oil of density of 0.91, 15 pesos per ton; crude petroleum of density of 0.91, 20 pesos per ton; petroleum of density greater than 97, 6 pesos per ton; gas oil, 15 pesos per ton. The reduced prices, the ambassador states, are still approximately 50 per cent higher than the prices during the preceding two months.

Taxes on Petroleum Derivatives.

In place of the specific duties formerly levied on gasoline and kerosene, both crude and refined, ad valorem rates are charged at present, according to a notice in the *Boletin Financiero* for July 3. The present valuations are those given above and the rates are 3 per cent for refined gasoline and kerosene and 6 per cent for the

crude products. The rate of 0.0025 peso per liter for lubricants and that of 5 per cent ad valorem for gas are retained, but a reduction to 0.60 peso per ton is made in the tax on asphalt, formerly dutiable at 1.50 pesos per ton, and 2 pesos per ton is charged on paraffin, for which no tax was provided under the law of April, 1917. [Peso, normal value, \$0.498; liter, 1.057 liquid quarts.]

CANADA'S FISH SUPPLY AND DISTRIBUTION.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 30.]

According to a statement issued by the Canadian Government, Canadian fishermen are at present catching more fish than Canadians can eat. This statement means that the demand for fish in Canada is not at its height, though it is a demand that is growing fast.

Out of 200,000,000 pounds of cod caught by Canadian fishermen in a year Canadians eat only 5 per cent. The rest is dried, smoked, salted, or otherwise cured for export. This year there was almost a salt famine. The salt comes from Spain and other sources of supply oversea, and ships to carry the cargoes of salt were scarce. To obtain ships for salt for Canada was imperative if the whole cod-catching industry was to be saved from being a total failure. The salt has been obtained—20,000 tons for Halifax, 35,000 tons for Gaspe, Quebec, 2,000 tons for St. John's, New Brunswick, and the other allotments in smaller measure.

The Government says that it is able to supply all future demands for fish in Canada. The fresh-water fisheries alone are under need of special care, as the supply of Canadian fresh-water fish does not equal the demand, and the fishing is now close to the limit of safety, to exceed which would tend to deplete future supplies. But the Government will be able to supply the trade sufficiently to meet the demand as regards salt-water fish. Distribution has been arranged for and there are wholesale facilities in plenty to take care of the supply.

So important to the welfare of Canada at present is the sale of fish that the Government is contemplating a special appeal to all residents of the Dominion who were formerly associated with the fish business in Britain, where fish foods are exceptionally well taken care of and appreciated, encouraging them to reenter the retail fish business in Canada in order to improve the business.

DECREASE IN ITALIAN MARBLE PRODUCTION.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

The war has worked to the disadvantage of Italian marble production. The cutting off of export markets, the scarcity of tonnage, and the high freight rates, the congestion of the Italian railways, and the labor problem have all been factors in decreasing the quantities mined. The following figures show the number of metric tons shipped from Carrara and Massa, the most important centers of Italy, during the period 1913 to 1917:

Ports.	1913	1914	1915	1916	1917
	Tons.	Tons.	Tons.	Tons.	Tons.
Carrara.....	245,660	207,001	110,850	101,915	69,071
Massa.....	51,250	44,117	25,120	31,722	9,181

ELECTRICITY AS FACTOR IN RECONSTRUCTION IN FRANCE.

[Translation from *L'Exportateur Français*; transmitted by Commercial Attaché Pierce C. Williams, Paris, July 13.]

The reconstitution of economic life in the invaded regions of France will not be possible without having recourse as largely as possible to electricity. Electricity is the one thing capable, because of its flexibility and unlimited power of expansion, of handling the complex problems which will arise in connection with the reopening of workshops, factories, and mines, and the resumption of social life in general.

The directors and representatives of the large central power stations and electric-lighting plants situated in the invaded regions, banded together under the auspices of the *Syndicat Professionnel des Producteurs et Distributeurs d'Energie Electrique*, are already engaged in studying the problem of reconstructing their central power stations. They have already marked out the broad outlines of their plan, as follows:

Probable Extent of Destruction and Plans for Restoration.

Those interested, as a technical committee, have been brought together in the *Comptoir Central d'Achats Industriels pour les Regions Envahies*, 40 rue du Colisée, under the provisions of article 20, paragraph 6, of the by-laws of the *Comptoir Central*. The data in the possession of this committee indicate that the power stations existing in the regions occupied by the enemy represented electrical energy, including units in process of installation, that did not fall far short of 300,000 kilowatts. From the information gathered by the committee, it is only too evident that in the immense majority of cases the electrical machinery, boilers, transmission lines, and in many cases the buildings themselves have been destroyed. It seems prudent, therefore, to face the necessity for replacing practically the whole electric-generating installation in the invaded regions. However, in order to avoid, on the one hand, undertaking a program which would be too ambitious and which would attempt to reestablish at one stroke the electrical situation as it existed before the war, while, as a matter of fact, the reconstruction of the invaded regions will without doubt demand several years, and to avoid, on the other hand, adopting a program so restricted as to cause cruel disappointments to those interested, the electrical committee has agreed to limit its plans, for the time being at least, to the restoration of one-third of the energy of the period before the war. This involves the restoration of 100,000 kilowatts.

Standardized Equipment Favored.

Those interested are agreed that since they will undoubtedly find themselves face to face with a clean slate so far as the old plants are concerned, advantage should be taken of the opportunity for securing as largely as possible the standardization of new equipment and transmission systems. The adoption of the principle of standardization would make it possible for those interested to help one another most effectively, because the machinery available would be capable of being used in one place as well as another and could be transported from point to point. The adoption of this principle of standardization would also permit the manufacture of the electrical

equipment in series, which would naturally result in lowering the net selling price. It is true this process of standardization would impose sacrifices on certain of the electrical societies interested, but nevertheless they have not hesitated, in the interest of the invaded regions as a whole, to adopt a single type of generating apparatus. It will be a turbo-alternator group of 5,000 kilowatts supplying three-phase current at 50 cycles per second at 10,500 volts.

In order to develop as quickly as possible the desired energy of 100,000 kilowatts it would be necessary to provide for the installation of 20 identical sets, such as were mentioned, each one equipped with its own boiler plant, switchboards, and distribution lines, with the necessary transformers and distributing apparatus.

Location of Generating Units.

An important question is, Where would these new generating units be installed? The object in view being to furnish electric current in the invaded regions as speedily as any part of them has been liberated, it seems obvious that the first equipment would have to be installed in temporary central stations. These temporary stations would in some cases be designed to reinforce central stations already in operation on this side of the firing line. A part of the new installation would perhaps be left in reserve in order to be ready for installation in strategic locations in the regions still occupied by the enemy the moment their liberation has been brought about. These locations, naturally, can not be fixed definitely at this moment; they depend upon future events.

Methods of Distribution.

Another question to be answered is, how will the electric current be distributed? Will it be by the new units that are in contemplation or will it be by existing transmission systems that may eventually be recovered? The object, of course, will be to satisfy the collective needs of the liberated regions as effectively as possible. In spite of the uncertainty with regard to the conditions in which the liberation of the invaded territory will be brought about, it is absolutely necessary to provide for the most effective distribution of current, no matter what locations may be chosen for the generation of the current. In this connection the electrical committee thinks it much better to leave out of consideration the old transmission lines, for the chances are that all the copper wire has been either destroyed or carried off by the enemy. Moreover, even if part of the old transmission system should be found intact, it would probably not be capable of use. For one thing, the old lines were arranged for supplying local communities and were not designed with the object of tying up in one system the various zones requiring electric current on the basis of the proposed new central stations. Undoubtedly the old transmission lines would not be of much use in meeting the need of the future. It is wiser, therefore, not to place any reliance upon their utilization. On the other hand, the new lines that must be constructed in order to assure the proper distribution of current can not be determined without taking into account the distribution of current before the war.

To aid in solving this particular problem there has already been worked out a map showing the distribution lines existing in 1914. In addition a new map has been prepared, indicating in a general way

the transmission lines that will be necessary for the distribution of energy in the invaded regions after the war. The provisional and theoretical transmission lines that have thus been sketched out have been developed purely from the point of view of the general public interest. No account has been taken of the more restricted interests of electric companies themselves and their individual consumers. The transmission lines contemplated by the committee have been classified in various categories according to the urgency of their installation.

Efficiency From Large-Scale System—Government Aid.

By the creation of a vast system of power generation and distribution established in accordance with a general plan carefully laid out and capable of realization by successive stages as the needs of the invaded regions may dictate, the committee hopes to achieve the maximum efficiency by avoiding the creation of numerous small private central stations, which are for the most part not economically efficient. Moreover, the scientific use of fuel in the projected large central stations will prevent the waste of coal that it is impossible to eliminate in small installations.

Needless to say, in realizing this plan the support of the French Government, as well as of private parties, is absolutely necessary. It is desirable for all those interested, including manufacturers, farmers, municipalities and villages, public institutions, etc., and the public generally to be familiar with the program in course of elaboration, so that they may be in a position to share in the benefits of the work that is being carried on.

ITALIAN RAILWAY STATISTICS.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

The following facts are noted from the annual report of Italian State Railways for the working year 1917. The total revenue derived amounted to 1,204,986,698 lire, while total expenditure was 1,120,280,951, thus allowing an amount of 84,705,746 lire to be turned over to the Treasury. The following statistics show the receipts and expenditure for the last four years:

Items.	1913-14	1914-15	1915-16	1916-17
	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>
Receipts.....	614,600,000	620,000,000	849,400,000	1,204,986,698
Expenditures.....	586,500,000	641,000,000	829,300,000	1,120,280,951
Difference.....	+28,100,000	-21,000,000	+20,100,000	+84,700,000

The large figures in the receipts for 1916-17 are due to the military transport traffic. The revenue from ordinary traffic was 532,000,000 lire, as compared with 538,700,000 lire in 1915-16, with 526,700,000 in 1914-15, and 572,700,000 in 1913-14.

The increase in expenditure is attributed to the following chief causes: (1) The greater cost of combustible and other railway material required; (2) larger salaries to staff and operators; (3) allowances for personnel under arms; (4) bonus for high cost of living; (5) difference in exchange; (6) interest and depreciation fund.

According to the latest returns available, there are 14,120 kilometers of State railways in operation in Italy.

TOBACCO TRADE OF NORWAY.

[Vice Consul H. S. Waterman, Christiansand, June 19.]

After Christiania, the Christiansand district is the largest importer and manufacturer of tobacco in Norway. It has as its field the territory from Arendal, around the coast to Bergen, on the north. The manufactured products are almost entirely smoking and chewing tobacco, made principally from Virginia leaf, with a very small proportion coming from Holland.

For the last few months there has been practically no tobacco on the market, on account of restriction of imports, and on May 10, 1918, notice was received from Holland that no more would be shipped from there.

Supply Obtained Principally From America.

A year's supply was ordered from America in the spring of 1917, to be delivered in four shipments. The first came in June, and no more has been received since, although the second shipment was ready in August. The amounts on hand at that time, together with the small shipments received from Holland, have had to suffice for all needs up to the present. The consequence is that tobacco has risen tremendously in price and is practically unobtainable. In the latter part of November, 1917, the manufacturers began to ration chewing tobacco, and the last was sent out in January, 1918.

The following figures for imports into this district were obtained direct from the importers: A total of 448,185 pounds of tobacco were imported in 1916, consisting of 468,564 pounds from the United States, and 19,621 pounds from Holland; in 1917 the imports decreased to a total of 269,812 pounds, of which 260,663 pounds were supplied by the United States and 9,149 pounds by Holland. Imports of tobacco into all Norway reached 4,915,424 pounds in 1917, contrasted with 5,171,008 pounds the previous year.

Sales of Tobacco—Increased Revenue.

Sales of tobacco in the Christiansand district totaled 468,509 pounds in 1916 and 417,910 pounds in 1917.

From these figures it can be seen that, although the imports for 1917 were approximately only 60 per cent of those for 1916, the sales for 1917 were almost as great as the year previous, thus using up the entire reserve of tobacco on hand. The local manufacturers state that if the tobacco already ordered could be delivered there would be enough to tide over for a whole year.

The internal revenue on tobacco (including manufactured forms) in Norway from July 1, 1916, to March 30, 1917, was \$745,121; and from July 1, 1917, to March 30, 1918, \$1,274,158.

The large increase in revenue in 1918 over the previous year, although the sales were much less, is due to the Norwegian system of levying the tax. It is figured on a sliding scale, and as the dealer increases the price, the tax to the Government increases. It is in the neighborhood of 10 per cent, although varying according to the size of the package.

The Norwegian duty on leaf tobacco is 2.25 crowns per kilo (\$0.273 per pound).

[A list of the tobacco importers and manufacturers in the Christiansand district may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 104489.]

SWEDISH IRON INDUSTRY IN FIRST QUARTER OF 1918.

[Consul General Albert Halstead, Stockholm, July 12.]

Swedish Export for June publishes a report, presented to the Association of Ironworks at its meeting at Stockholm, which report shows in some cases lower figures for iron exports in the first quarter of 1918 than for the corresponding three months' period in 1917, which are said to be due to the waiting attitude of the world's market. It is noted that the largest reduction is in exports of rolled and hammered iron and steel, with a natural resulting decrease in production; pig iron showing an increase in exports of 2,000 metric tons and the production has been exceptionally large. Imports of pig iron showed a decrease of 16,700 metric tons. The total exports of iron ore for the first quarter of this year were 347,000 metric tons. The following table shows, in metric tons, the exports of iron for the first quarter of 1917 and 1918:

Articles.	Jan. 1-Mar. 31—		Articles.	Jan. 1-Mar. 31—	
	1917	1918		1917	1918
Pig iron.....	Tons. 41,400	Tons. 43,400	Bar iron—Continued.	Tons.	Tons.
Ferrosilicon and ferro-silico- manganese.....	4,400	4,500	Hot-rolled.....	21,800	11,800
Iron sponge, etc.....	800	1,100	Cold-rolled or cold-drawn...	2,000	1,700
Scrap.....	300		Rolled wire rod.....	3,500	6,100
Bar ends.....	900	1,000	Plates and sheets.....	1,700	1,400
Ingot.....	1,900	1,200	Hollow blooms.....	1,500	1,900
Blooms.....	1,200	500	Pipes and tubes:		
Rough bars.....	5,700	6,600	Cold-drawn.....	300	300
Billets.....	1,800	3,800	Other.....	800	400
Solid tube blooms.....	1,400	1,100	Wire, drawn or cold-rolled.....	1,900	1,400
Bar iron:			Nails and tacks.....	1,100	100
Hammered.....	2,400	2,100	Horseshoe nails.....	1,500	500
			Total.....	98,600	90,900

The following table shows a number of blast furnaces and hearths existing and in operation during the first three months of 1917 and 1918:

Blast furnaces and hearths.	1917				1918			
	Existing.	Running.			Existing.	Running.		
		Jan. 31.	Feb. 28.	Mar. 31.		Jan. 31.	Feb. 28.	Mar. 31.
Blast furnaces.....	131	104	105	106	139	106	112	103
Lancashire hearths.....	233	161	162	143	241	161	163	150
Bessemer furnaces.....	24	10	7	5	24	8	8	7
Open-hearth furnaces.....	83	67	64	60	87	60	64	56

The following table gives the production of pig iron, blooms, etc., in the first quarter of 1917 and 1918:

Articles.	Jan. 1-Mar. 31—		Articles.	Jan. 1-Mar. 31—	
	1917	1918		1917	1918
Pig iron (inclusive of directly produced castings).....	Tons. 202,800	Tons. 206,600	Crucible ingots and electric in- got ^a	Tons.	Tons. 2,200
Blooms and rough bars.....	28,100	28,100	Rolled and hammered iron and steel, ready for market ^b	91,800	84,800
Bessemer and Thomas ingots.....	15,500	14,300			
Martin ingots (inclusive of scrapped castings).....	127,100	112,300			

^a Not previously classed under a separate heading.

^b Hammered iron, ready for market, was not included before 1918.

NATIONAL KITCHENS AND RESTAURANTS IN ENGLAND.

[Commercial Attaché Philip B. Kennedy, London, July 19.]

The British Food Ministry, which has since the beginning of the year successfully established food rationing in the United Kingdom, has been forced to give attention to the food supply of the public by means of establishing national food kitchens and national restaurants. The food regulations resulted in hotels and restaurants reducing the quantity and quality of food given to their customers but without any reduction in prices; in some instances prices were actually increased. Seeing that this situation was likely to become an actual hardship the Food Ministry took active steps to assist the public.

The first action taken was in regard to national kitchens. The first public order under the "Defense of the Realm Act, 1918, No. 223," was promulgated on February 25, 1918, which enabled the Food Controller to establish national kitchens. This was supplemented by Local Authorities Food Control Order No. 2, 1918, of February 25, and statutory rules and orders of February 26, 1918. In addition to these orders the Ministry of Food has published a preliminary memorandum for the information and guidance of the local authorities and committees, and has also issued standard forms for accounting. A booklet is in preparation that will fully explain to local authorities the procedure that should be followed in establishing national kitchens.

National Kitchens Prepare Food for Householders.

National kitchens are to prepare food for householders and in very few instances only are arrangements made for consuming food on the premises. At the present time (July 19), there are in existence about 1,000 national kitchens. Only three or four of these are under the direct management of the Ministry of Food, which in these instances has equipped and managed kitchens directly. Nearly all of the kitchens are established under the control of local authorities. The Ministry of Food has received an appropriation from the treasury to enable it to advance to the local authorities under certain conditions all the capital necessary for the establishment of these kitchens. Return payment has to be made within 10 years. These kitchens have been successful and have helped materially to relieve the food difficulties.

A still further step, however, appeared to be necessary to take care of people who had to eat at hotels or restaurants, on whom the food regulations had proved to be a particular hardship.

Establishment of National Restaurant—Prices of Food.

As an experiment the Food Ministry opened the first national restaurant on June 26, 1918, in New Bridge Street, which is located near the newspaper district in Fleet Street. The original payment for rent and equipment amounted to £2,500 (\$12,160). The management of the restaurant is in charge of the Director of National Kitchens, who hopes to be able to repay the original treasury investment within a year from profits earned. There has been some idea that this restaurant has been subsidized by the Government, but the director declares that the food is purchased in the open market in

competition with others, and that all money advanced by the Government will be fully repaid.

In this initial restaurant the staff numbers about 30 persons. The kitchen and dining room are very clean and attractive, and the service appears to be very efficient. The system in vogue is what is sometimes known in the United States as the cafeteria plan—the customers wait on themselves. The dining room has a seating capacity for 170 persons at one sitting. It is estimated that about 1,000 meals are served from 11.30 a. m. to 8 p. m. One of the most profitable features of the restaurant is the serving of afternoon tea, which has been very well patronized. The principal on which the restaurant is run is to serve food which is most easily procurable at the time. This makes possible the serving of liberal portions at reasonable prices. As an indication of the prices the following will give those which were in effect on July 2, 1918:

Soup	2d. per portion.
Fish	4d. and 6d.
Roast meat	4d. and 6d.
Two meat entrées	4d. and 6d.
Vegetables	2d. per portion.
Bread	1d.
Sweets	3d. and 4d.
Coffee	2d. per cup.
Tea	1d. per cup.

An arrangement has been worked out whereby six vouchers will be exchanged for one meat coupon, each voucher entitling the holder to a meat meal of not less than two ounces of meat. In this way it is possible to procure six meat meals for one meat coupon. A good substantial lunch can be procured for a charge of 1s. 6d. (approximately 35 cents).

Popularity of the National Restaurant.

The national restaurant is very popular with the shop workers, clerks, and business men in the vicinity of Fleet Street, the newspaper center of London. A queue starts forming a half hour before the doors open, and it was necessary when the representative of this office took lunch there to remain in this queue for about 45 minutes before being able to be served. The queue extended about two blocks and was constantly getting longer. This is the only inconvenience attached to the scheme, and, perhaps, when more restaurants are established this may be overcome.

This first national restaurant has received a great deal of public attention. The newspapers contain a full account of a visit paid by the wife of the Prime Minister, Mrs. Lloyd George; the wife of the Minister of Munitions, Mrs. Churchill; and the wife of the Food Controller, Mrs. Clynes, who took luncheon at the restaurant and expressed great commendation of the food and service. The rush of patronage and the public attention given to this restaurant have indicated very clearly that there is need for many of these restaurants to be established in London and in other cities of the United Kingdom. Already hotels and restaurants have naturally been considerably alarmed by this development. The Ministry of Food received a deputation of these interests, but found that they had no definite program. The object of the Ministry of Food is to procure the cooperation of private hotels and restaurants which they would like to have adopt

their methods. Although there has been some protest against the entry of the Government into private business, it does not appear likely that this will amount to enough to check the movement. The other alternative is that the private establishments will have to meet the national restaurant in quality of food and prices, and in this the Food Ministry stands ready to lend them all the encouragement and give them every possible assistance. If this results, it probably will be the greatest advantage to be derived from this Government undertaking.

The Food Ministry, however, is going ahead with the establishment of more restaurants immediately. The Director of National Kitchens, of the Ministry of Food, Mr. C. F. Spencer, has already made definite arrangements to establish four similar restaurants in London and one each in the following cities and towns: Leeds, Glasgow, Manchester, Newcastle-on-Tyne, Brighton, Cardiff, Birmingham, and Bristol. Many appeals have also been received from different parts of the country for the starting of similar restaurants in their communities. It is impossible to say at the present how far this undertaking will extend, but it appears to have been inaugurated with very great success.

This movement has resulted from the tendency of hotel and restaurant keepers to fasten the burden of food regulations on to their customers. This has resulted in a special emergency need for something to be done to protect the interests of the public during the war. The success, however, of national kitchens and national restaurants may have an ultimate effect in showing the advantages of cooperative cooking and serving of food.

[A report on the establishment of communal kitchens in Great Britain was published in COMMERCE REPORTS for Apr. 15, 1918.]

SUGAR GRINDING AT TUCUMAN, ARGENTINA.

[Consul Wilbert L. Bonney, Rosario, June 24.]

Sugar-cane grinding now in progress at Tucuman and in the surrounding districts promises a yield of more than double the scanty production of 1917. At present the yield for this year is estimated at about 200,000 metric tons, against a finally estimated yield in 1917 of 88,075 tons. The normal consumption of sugar in Argentina is somewhat higher than the estimated yield this year, but it is hoped that with some economy, and considering that there is a small balance of stocks left over, importation will not be necessary on this crop, which promises to be the best crop realized since 1914. The wholesale price of refined sugar at Rosario is now equivalent to 10½ cents per pound.

It is reported from the Province of Salta, in northern Argentina, that a new partnership with a capital of \$4,400,000 has been formed for the exploitation of a sugar plantation at Tabacal, in the Department of Oran, in the Province named. The new firm is known as Patron, Costas, Bercetsche y Mosateguy. Much the greater number of cane plantations of Argentina are concentrated in the small Province of Tucuman, and recent experience shows that lands to the north of that Province are well suited to cane cultivation.

DEVELOPMENT OF PHILIPPINE RATTAN INDUSTRY.

[J. F. Boomer, correspondent, Manila.]

It is well known that the Philippine Islands produce great quantities of several kinds of rattan, but comparatively little of this valuable material has hitherto reached the markets of the world, particularly that of the United States. For some years a considerable quantity of Philippine-grown rattan has reached the trade through Singapore, to which port it was shipped by Chinese engaged in its collection at remote points of the southern part of the Philippine Archipelago. From here it was exported as Singapore rattan or manufactured into articles of commerce.

The gathering of rattan in the Philippines has always been desultory. Until recently no systematic effort had been put forth to establish the collection of this important minor forest product on a commercial basis. The trade had not been accustomed to look to the Philippines for its supply of rattan, and consequently there was no established market in which the forest ranger could be sure of selling this product should he gather it. With but few exceptions all the rattan gathered in the islands was bought by local users, who set up no particular standards. They took whatever kind was brought to them from the forests, and consequently those who gathered rattan from time to time brought in whatever kind they happened to find most readily accessible and most easily obtainable.

Industry Lacks Organization.

The local demand has grown steadily as the manufacture of rattan furniture and other household articles has increased, and consequently more and more people have turned their attention to gathering the article from the forests, but all in a haphazard and desultory way. During the last two or three years demands for Philippine rattan from abroad have come with increasing frequency. Unfortunately for both the producer and the would-be producer, many of the kinds of rattan gathered in the islands are not those desired by persons seeking to purchase. Unfortunately, too, there have, even up to the present, developed no clearing houses or central markets through which all or the greater portion of the rattan gathered in the islands passes. Consequently there are no established stocks of Philippine rattan from which orders from abroad can be filled with regularity and certainty as to quantity and kind desired. Although much has been done during the last few years by the Bureau of Forestry and by certain local commercial houses looking toward this end, many difficulties yet lie in the way to a satisfactory solution of the problem of getting the Philippine product to market.

Scarcity of Labor the Chief Difficulty.

The chief difficulty in the way is a scarcity of labor. It must be remembered that there are practically no laborers in the Philippines who devote all their time to the gathering of rattan. In practically every section of the islands getting out rattan is incidental to some regular employment to which the laborer is accustomed, under normal conditions, to devote himself. The man who gathers rattan is generally first of all a farmer or producer of one of the staple crops of the Philippines, and turns his hand to gathering rattan only when there is something wrong with his staple crop. This is, of course, not generally true of certain hill peoples who engage in gathering

rattan at times, and yet even they turn to gathering rattan more seriously as they are pressed to do so by a shortage in their food crops of camotes, corn, or upland rice. They usually work under some lowland Filipino who holds a license and must sell whatever they gather to him at what he chooses to pay. These licensees do not always devote their entire efforts to the rattan business but carry it on as a side issue. Hence it usually follows that when the crops of rice, hemp, and copra are good and good wages are paid for gathering these crops, comparatively little rattan is collected. Conversely, also, when these staple crops are not good and the demand for labor to take care of them is less than normal, more rattan is gathered.

It should be said, however, that even in years when the staple crops are at their maximum, in most districts the laborers have enough spare time to collect large stores of rattan, were they disposed to employ their idle time and not be content with just enough to carry them through to the next harvest. Collecting rattan is not work that appeals to the average Filipino, and he will not work at it if other more desirable labor is available, even if the pay is a little better than for the other work. During the latter part of 1917 the prices of lumber in the Guynayangan district, where considerable rattan is gathered, went up and better wages were paid to woodcutters. The result was almost an entire cessation of the collection of rattan in that district, in spite of the fact that one of the largest exporters was offering the very highest possible price for the product. It is probable that the collection of Philippine rattan will always be more or less subject to this peculiar labor situation.

Efforts to Improve Method of Collecting Rattan.

In spite of these difficulties, considerable improvement in the matter of collecting rattan has been accomplished during the last few years. This is especially true with respect to rattan for export. These results have been achieved by the cooperation of the Bureau of Forestry with a large commercial firm, the largest and almost the only exporter of rattan from the islands. This is the best-equipped firm in the Philippines for distributing imports and collecting exports, owing to its numerous branches and representatives throughout the islands. It has prepared a large number of sets of sample rattans, illustrating the kinds desired by the export trade as well as the kinds not desired. Cooperating with the Bureau of Forestry, the firm has sent one of these sets of samples to every station of the Bureau of Forestry throughout the islands. At the same time the Director of Forestry sent a circular letter to all holders of licenses to collect minor forest products, informing them that the sets of samples are to be seen at the bureau stations. This circular letter contained minute directions from the firm as to the kinds of rattan desired, the way the bundles should be done up, the desirable and undesirable qualities of rattan for export, and the methods of shipment.

As the specifications set forth in this letter indicate the sort of rattan that will henceforth be available for export, a portion of it is quoted:

We take pleasure in sending you small sample bundles of the rattan we are mostly interested in, and which should be 7 varas (about 18 feet) long and 7 millimeters (0.28 inch) and up in diameter. This rattan should be thoroughly dried before shipment, and all rotten and soft pieces, as well as those with projecting joints, should be carefully eliminated. Flexibility is one of the most

essential features we require in this rattan. As a rule, it is done up in bundles of 50 pieces each, which should preferably be straight, but will also be accepted doubled up.

Larger Amount of Desirable Rattan Available.

As a result of the plan outlined above this firm has noted a very satisfactory increase in the amount of desirable rattan available, although the situation is far from ideal. The plan outlined will undoubtedly go a long way toward eliminating one of the difficulties in the way of the industry in the Philippines, namely, that of getting the collectors to gather the right kind of rattan for the export market. When the collectors in the various districts have learned just what kinds may be sold to the exporting trade, they will bring in that kind to the outlying agencies of the exporters. In this particular the change for the better may be expected to be rapid. With respect to the disinclination of labor to engage in the gathering of rattan as a constant occupation and the varying influence of good or bad crops upon the industry, these obstacles are likely to prevail longer. However, they will probably be very materially reduced by the campaign of education that is now being carried on by the Bureau of Forestry and the commercial firm mentioned, as well as by other exporters in a smaller way, and by the present governor of the Department of Mindanao and Sulu.

It is very doubtful whether outside persons, firms, or corporations could in any way hasten the proper organization of the rattan industry in the Philippines other than by offering an attractive market for the product. Capital has ceased to be the main factor in the situation. The fate of the industry depends upon the labor element. The firm mentioned appears to be definitely committed to the organization of an adequate machinery for developing a sufficient supply for the export trade.

Government Aids Private Capital in Developing Industry.

In view of the fact that the commercial firm mentioned has taken the initial step toward developing the rattan industry, the Bureau of Forestry does not contemplate taking the matter up in a semicommercial way. The actual development of the industry will be left to private initiative, in so long as private capital will interest itself in the industry. The Bureau, however, will cooperate to the very fullest extent with this private capital as well as with the labor engaged. The commercial house interested now furnishes, on a large scale, direct connection between the market in the United States and the collectors in the islands. The sets of samples on exhibition are accessible to every holder of a collector's license, and the specifications and commercial requirements are carefully explained to these collectors by the agents of the Bureau of Forestry. Even in localities where no such licenses have yet been issued, the desirability of taking up the collection of rattan is urged upon the individuals most likely to engage in it. In Mindanao and Sulu, the Government has taken a special interest in developing the industry among the Moros and mountain folk. There the Bureau of Forestry and the local government cooperate in the spreading of information concerning the markets and the sorts of rattan desired.

A very large proportion of the rattan from the Philippines is gathered by the mountain people. These mountaineers do not know that they might obtain licenses on their own account and sell their

gatherings direct to the representatives of the exporters. The Bureau of Forestry and the government of the Department of Mindanao and Sulu are undertaking to educate them in this matter and to show them how they can increase their earnings by taking out licenses and selling direct. When this campaign of enlightenment shall have progressed further it is almost certain that the production of rattan in this region will be greatly increased. These people are less likely to be influenced by the varying crop conditions than are their low-land brothers, as they are more inclined to gather the products which nature provides without cultivation.

Transport Facilities Needed—Kinds of Rattan Required.

Another obstacle in the way of the industry is the fact that many of the regions where rattan is most abundant are far removed from centers of trade and population and, through lack of proper transportation, are more or less inaccessible. Gradually this obstacle will be removed by the opening of new roads and new water routes.

Collectors of rattan must first obtain a license from the Government for the purpose through the Bureau of Forestry. The cost of this is 10 per cent of the product gathered.

Many kinds of rattan are gathered, and the tendency of the collectors is to mix the various kinds and sizes indiscriminately, so that purchasers are at considerable trouble to select the kinds and sizes desired. An effort is being made through the means already described to induce the collectors to confine themselves to commercial sizes and species and to carefully sort and classify the product before putting it on the market.

Of the many different kinds hitherto brought in, but four have any standing with the buyers at present. "Panlis" is a term generally applied to most of the very small rattans. "Tumalim" is usually applied in the Manila trade to the medium sizes of good quality. "Palasan" is used almost all over the islands for several of the very large species, and in commerce is applied to almost all large kinds of good quality. "Sika" is the Palawan name of the best commercial rattan of that island. It is a medium sized or small rattan, very tough, of a clear yellow color, and with smooth nodes.

Few Export Firms Handling Rattan.

Inquiries for rattan usually come to exporters of other products from their correspondents in the United States. Unfortunately these inquiries have not always met with satisfactory responses. Occasionally an exporter has been able to pick up a shipment of rattan from some local dealer, accustomed to sell to local manufacturers. These shipments have been ill-assorted, as a rule, and have not given the best satisfaction to those receiving them in the United States. Very few local exporters have made any pretense at handling rattan as a regular thing. Their source of supply has been generally such local dealers as have been handling rattan for local manufacturers. For this reason the exporters have had to take such rattan as these dealers happened to have on hand and were unable to dispose of to the local users to advantage. The recent freight conditions have eliminated practically all exporters from the field.

[The name of the firm mentioned in this report and a list of other exporters of rattan in Manila may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 40072.]

NEW INDUSTRIES IN SOUTH AFRICA.

[Consul General George H. Murphy, Cape Town.]

The report of the Industries Advisory Board, which board was brought into existence in October, 1916, in order to assist the South African Government in the consideration of matters connected with the development of industries and of the production of raw materials within the Union, has recently been made public. The report says that not only is the volume of production by existing industries rapidly increasing, but that new industries are being established. During the past year the following new industries have been started, according to the report:

Manufacture of calcium carbide, manufacture of chloride of lime, iron smelting, manufacture of alcohol motor fuel, wattle bark extraction, toy making, manufacture of sauces and other condiments, glass-bottle manufacture, manufacture of shoe and floor polishes, manufacture of sulphate of ammonium, detinning of scrap tin, asbestos manufacture, tin smelting, production of arsenic, manufacture of steel shoes and dies, manufacture of starch from maize, antimony smelting, meat canning, manufacture of lead shot and pellets, manufacture of paints and distempers from local materials, chicory production and preparation, manufacture of glue and size, manufacture of raw wax from by-products of sugar cane.

In addition to the above, new tanneries and boot factories have been started; butter, cheese, and bacon factories have been opened; a cement factory capable of manufacturing 720,000 bags of 188 pounds each has commenced production near Mafeking; and box-making (card and wood) has been very largely extended, both at the coast and in the inland Provinces. For many years local fibers have been used on a small scale in rope making, and arrangements are understood to be under consideration for the extension of existing operations.

ITALIAN PRICES FOR CITRATE OF LIME AND LEMON JUICE.

[Consul General David F. Wilber, Genoa, July 17.]

The Gazzetta Ufficiale of June 29 contained a decree concerning prices for citrate of lime and cooked lemon juice in Italy. It was provided that an increase of 20 per cent be made in prices of foreign sales of citrate of lime and cooked lemon juice fixed by the ministerial decree of October 23, 1917, to cover variations in the rate of exchange.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27283	Paper.....	27289
Bagging.....	27290	Printing supplies.....	27289
Brushes.....	27291	Sheets and tubing.....	27283
Chemicals.....	27283	Ship chandlery.....	27283
Fertilizers.....	27283	Soap.....	27291
Distilling apparatus.....	27283	Structural steel.....	27288
Hardware.....	27283	Sugar plantation supplies.....	27283
Lumber.....	27288	Suits and coats.....	27287
Machetes and hoes.....	27284	Tin plate.....	27210
Machinery.....	27283, 27286	Toilet articles.....	27291
Muslins, nainsooks, and linen.....	27285	Window plate.....	27290

27293.†—A firm in the French West Indies desires to purchase or secure an agency for the sale of agricultural implements, tractors, fertilizers, sugar-mill machinery, apparatus for distilling rum, hardware, copper and brass sheets and tubing, ship chandlery, chemicals, and all kinds of supplies required on a sugar plantation. A member of the firm is at present in the United States and will remain in this country until August 14, during which time interested firms may communicate with him. He wishes to receive catalogues, prices, and full information. Quotations should be made f. o. b., New York. Correspondence may be in English. References.

27284.*—A company in Jamaica wishes to buy large quantities of machetes and hoes similar to samples which may be examined at the Bureau or its district offices. (Refer to file No. 103047.) The hoes are desired in five sizes—two to be smaller and two to be larger than sample, by ½-inch variation, and are desired without handles. It is very essential and absolutely necessary that the temper of the machetes be the same as the sample in order to suit the Jamaican trade. The pitch of the hoes should be the same as sample. Quotations should be made f. o. b. New York. Cash will be paid. Correspondence may be in English.

27285.*—A firm in France desires to secure an agency for the sale of muslins, nainsooks, gummed linen, etc. Samples showing kind of material desired may be examined at the Bureau or its district offices. (Refer to file No. 104378.) Correspondence may be in English.

27286.*—A company of general commission merchants in Spain would like to secure an agency for the sale of machinery for making tin cans, printing machinery and parts, composition for printing rollers, and machinery for lithography and die-press work. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27287.*—A woman in France who deals in women's suits and coats wishes to secure the representation of certain articles of American make. Correspondence should be in French. References.

27288.*—A firm in Argentina wishes to secure agencies for the sale of lumber, structural steel, and ship-building materials. Correspondence may be in English.

27289.*—A company in Spain would like to secure an agency for the sale of paper for lithographic proofs and for die-press clean-ups. Credit terms of from 60 to 90 days are preferred. References.

27290.†—An American firm with established South American connections is in the market for window plate, tin plate, and Osnaburg bagging. The firm will furnish specifications on request.

27291.*—A man in France wishes to purchase and secure an agency for the sale of toilet articles, soap, perfumery, brushes, hair lotions, etc. Correspondence should be in French. References.

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No. 186

Washington, D. C., Friday, August 9

1918

CONTENTS.

	Page.		Page.
Exportation of artificial stones from France.....	529	Degree of commerce in Edinburgh University.....	537
Exports to Sweden.....	529	Export sugar crop in the Puerto Cabello district.....	537
British import prohibitions.....	530	Dundee textile trade.....	538
Caution to users of world trade directory.....	530	First Brazilian Journalism Congress in September.....	541
Forage plant seed imports for July.....	530	Organization of New Brazilian coal-mining company.....	541
Changes in enemy trading list.....	531	Road construction in Scotland after the war.....	542
Guavaquill market report for June.....	533	Dominican appropriations for public works.....	542
Agricultural station for State of Minas Geraes.....	533	Austrian and German business plans.....	543
Increased landings of fish in Hull district.....	534	Fat stock shortage in Scotland.....	543
Coastal fisheries of New Jersey in 1917.....	534	Offices of the Bureau of Foreign and Domestic Commerce.....	543
Ceylon plumbago situation.....	535	Foreign trade opportunities.....	544.
The bean crop in Brazil.....	535		
Further London bank amalgamations.....	536		

EXPORTATION OF ARTIFICIAL STONES FROM FRANCE.

[Cablegram from American Consul General, Paris, Aug. 2.]

By a decree of the Minister of Finance dated July 20, permission is given for the exportation, reexportation, etc., without special authorization, of cut artificial precious stones to the United Kingdom, uninvaded portion of Belgium, Italy, and countries outside of Europe.

[Notice of the prohibition of the exportation of artificial stones from France was given in **COMMERCE REPORTS** for May 3, 1918.]

EXPORTS TO SWEDEN.

The War Trade Board announces, in a new ruling (W. T. B. R. 191), that applications will now be considered for the exportation of all commodities to Sweden.

Exporters in the United States, before filing applications for export licenses, must obtain from the prospective importer in Sweden advice that there has been issued by an appropriate importing association or by the Statens Handel's Kommission a certificate covering the proposed consignment. The number of the certificate should be forwarded by the importer in Sweden to the American exporter. This number should be specified on Supplemental Information Sheet X-104, which must be duly executed and annexed to the application for an export license.

Applications for licenses to export to Sweden commodities for which a Handel's Kommission certificate or an importing association certificate is required will be considered only in the event that the said certificate has been issued subsequently to June 14, 1918. Certificates issued prior to that date will be treated as void.

If you buy War-Savings Stamps, you also help your country.

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BRITISH IMPORT PROHIBITIONS.

[Cablegram from Consul General Robert P. Skinner, London, Aug. 6.]

The importation of the following articles into the United Kingdom is prohibited: Canes of all descriptions, unmanufactured or manufactured, not otherwise prohibited; crabs, prawns, shrimps, and oysters, canned; red prussiate of potash.

[Earlier prohibitions covered rattans and malacca canes (Mar. 22, 1918) and canned salmon and lobsters (Feb. 23, 1917). The most recent additions to the list of prohibited imports were published in COMMERCE REPORTS for June 8, 1918. Tariff Series No. 39, entitled British Control of Imports and Exports, contains consolidated lists of prohibited goods corrected to June 10. This publication may be purchased for 5 cents from the Superintendent of Documents, Washington, D. C., or from the district offices of the Bureau of Foreign and Domestic Commerce.]

CAUTION TO USERS OF WORLD TRADE DIRECTORY:

Through the War Trade Board it has come to the attention of the Department of Commerce that American firms have been corresponding with firms in neutral countries whose names appear upon the Enemy Trading List. It has further appeared that in many instances the names of the enemy firms have been taken from the "World Trade Directory," published by the Department of Commerce and Labor in 1911. Notice is hereby given to all persons and firms who may have in their possession a copy of this directory that no letter should be addressed to any person or firm in a neutral country without a careful examination of the Enemy Trading List published by the War Trade Board, for the purpose of ascertaining whether or not said firms are listed therein. If you have not already in your possession copies of the Enemy Trading List, application should be made to the Division of Information, War Trade Board, Washington, D. C., for copies thereof.

FORAGE PLANT SEED IMPORTS FOR JULY.

The following table, prepared in the seed laboratory of the Bureau of Plant Industry, United States Department of Agriculture, shows the amount of the various kinds of forage-plant seeds subject to the seed-importation act permitted entry into the United States during the month of July, 1917, as compared with July, 1918:

Kind of seed.	July, 1917.	July, 1918.
	<i>Pounds.</i>	<i>Pounds.</i>
Alfalfa.....	100	.....
Bluegrass:		
Canada.....	100	.....
Kentucky.....	3,700	.....
Clover:		
Alsike.....	89,000	22,400
Crimson clover.....	309,300	110,100
Red.....	24,000	.....
Clover mixtures: White and alsike.....	30,200	.....
Orchard grass.....	43,400	.....
Rape.....	327,100	181,600
Redtop.....	1,300	.....
Ryegrass:		
English.....	134,500	67,400
Italian.....	100,800	4,500
Timothy.....	100	.....

CHANGES IN ENEMY TRADING LIST.

The War Trade Board announces the following additions to the Enemy Trading List as of date August 9, 1918:

ARGENTINA.

Burbank, Adolph C., Buenos Aires.
Frese, K., San Antonio Oeste.
Homad, Felipe, Buenos Aires.
Scapusio, Juan B., Co., Buenos Aires.

BOLIVIA.

Alfredo Metting Estates, Potosi.
Hage, Elias El, Puerto Suarez.

BRAZIL.

Chame, Jorge, Rio de Janeiro.
Souza, R., & Co., Rio de Janeiro.

CHILE.

Olivares, Miguel, Concepcion.
Rose, Walter, Valparaiso.
Schuler, Elsendecher & Co., Valdivia.

COLOMBIA.

Cristo, Jorge & Co., Cucuta.

COSTA RICA.

Compania Agricola, Turrialba.
Hermann, Frederick, Santa Cruz, San Jose.
Himmel & Von Storren, San Jose.
Kumpel, Juan, Sarchi & Grecia.
Lohrengrel, C. W., Tres Rios.
Rodriquez, Jose, Port Limon.

DOMINICAN REPUBLIC.

Guzman, Juan Z., San Pedro.

ECUADOR.

Bastidas, Telmo, Esmeraldes.
Gabriel, N., Manta.
Gomez, Rufino, Esmeraldes.
Ponce, Adel Francisco, Guayaquil.
Ponce, Francisco Martinez, Guayaquil.
Wendt, Hans, Quito.

GUATEMALA.

Chang, Antonio, & Co., Guatemala City.
Lon & Co., Puerto Barrios.
Wing on Fay, Guatemala City.
Wong & Co., Eugenio, Guatemala City.

HONDURAS.

Eyl, Wilhelm, Tegucigalpa.
Kohncke, Enrique, Amapala.
Voeggler, Karl, San Pedro, Sula.

MEXICO.

Aachen & Munich of Aix de Chapelle, Mexico City.
Agapito, Arriga, Orizaba.
Albingia of Hamburg, Mexico City.
Albuérne, Jose, Mexico City.
Allanz of Berlin, La, Mexico City.
Barnstorf, German, Puebla.
Bettinger, Otto, Mexico City.
Blanco, Cayetana, jr., y Cia Sucrs., Mexico City and San Geroni.

Beohringer, Ernest, Torreon.
 Burchard, Juan F., Vera Cruz.
 Calvo, J. B., Vera Cruz.
 Casa Alemana, Orizaba.
 Cavasos, Manuel, sr., Nuevo Laredo.
 Cavasos, Manuel, jr., Nuevo Laredo.
 Cia de Seguros Contra Insendio 1877 Hamburg, Mexico City.
 Compania Tugamapan, Vera Cruz.
 Coppel, Louis, Mazatlan.
 Damm, Max, & Co., Durango.
 Drogueria del Coliseo, La, Mexico City.
 El Abastecedor Electrico (Mendoza & Llanos), Mexico City.
 El Cauterio, Mexico City.
 El Dia, Monterey.
 Femmerling, Guillermo, Mexico City.
 Freiderberg, Guillermo, Mexico City.
 Francke, Alfredo, Puebla.
 Garcia, Manuel Cavasos, Nuevo Laredo.
 Grossmann & Pabst, Mexico City.
 Hadad, Alfredo, Tampico.
 Hale, C., & Co. (Refrigeradora Veracruzana), Vera Cruz.
 Hanseatica Nordeutscher of Hamburg, Mexico City.
 Hemken, Enrique, Mexico City.
 Hofmann, Arturo, Puebla.
 Hofmann y Cia., Puebla.
 Karlebach, Max, Orizaba.
 Kramer, Theodor, Mexico City.
 Laue & Cia., Puebla.
 Laue, Juan, Puebla.
 Ledermann, Arturo, Puebla.
 Louvier & Co., Sucs., Puebla.
 Madgeburgunsa of Madgeburg, Mexico City.
 Mannheimer Vericherungs Gesellschaft, Mexico City.
 Mantilla, V., & Co., Mexico City.
 Meyer, Hans, Vera Cruz.
 Meyer, Rudolfo, Mexico City.
 Mochulam, Roberto, Saltillo.
 Oetling, Federico, Mexico City.
 Ortiz, Augustin, Morelia.
 Petterson, Alberto, Orizaba.
 Princesa Teatro, La (A. Fernandi), Tampico.
 Raesfeld, Ernesto von, Puebla.
 Rojo y Gualda, Mexico City.
 Ruiz, Ovidio, Frontera.
 Salaman, K. N. & A., San Luis Potosi.
 Saleme, Felipe, Morelia.
 Schneider, Franz, Mexico City.
 Segundo, Alonso & Co., Mexico City.
 Slim, Elias, Mexico City.
 Slim, Jorge, Mexico City.
 Standard, El (Alberto Petterson), Orizaba.
 Sundberg, Gustavo, Mexico City.
 Valquarts, Conrad, Puebla.
 Vila, Jose Gastels, Puebla.
 Warhholtz, Enrique, S. en C., Mexico City.
 Warnholtz, Carlos, Mexico City.
 Watty, Ricardo, Mexico City.
 Wichmann, Ernesto, Mexico City.

NICARAGUA.

Bunge, F., Managua.
 Dorn & Co., Matagalpa.
 Junge, Fritz (Frederick), Bluefields.

SALVADOR.

Hecht, Bruno, San Salvador.

Removals From the List.

The following removals are made from the list:

BRAZIL.

Lisboa, Carlos, Santos.
Onofre, Carvalho & Co., Roncador.

PANAMA.

Lindo, Otto, Panama City.

SALVADOR.

Arnold, Frederick, San Salvador.

GUAYAQUIL MARKET REPORT FOR JUNE.

[Vice Consul Lynn W. Franklin, Guayaquil, Ecuador, July 12.]

The opening June prices for cacao were \$7.82, \$7.41, and \$7 for Arriba, Balao, and Machala, respectively, which prices remained firm until the 5th of the month when the Agricultural Association lowered the price \$0.41 a hundred on the three classes, making the closing quotations for the month \$7.41, \$7, and \$6.59. The sales effected in New York were insignificant and the general stock on hand has increased to 510,000 sacks. This paralyzation of the sales is attributed principally to the restriction in the use of sugar, as the chocolate factories are only permitted to use 50 per cent of what they used the previous year.

The exportation difficulties are growing greater every day, due to the lack of tonnage and the lack of warehouse facilities for the large amount of cacao awaiting shipment at this port. The exports for the month of June amounted to 14,380 sacks, or 2,579,624 pounds, as follows: New York, 2,484,858 pounds; Valparaiso, 90,115 pounds; and Callao, 4,652 pounds.

The coffee market is quiet; quotations were \$9.05 and \$8.64 for first and second grade coffee; 1,245 sacks, or 252,092 pounds, were shipped to Chilean ports.

The hide market was weak, with lowering prices, due to the lack of licenses for importation in the United States. Quotations were \$7.41, \$6.59, and \$2.88 for serranos, criollos, and picados, respectively. The total exportation during the month was 1,900 hides weighing 37,882 pounds, all shipped to New York.

There were no receipts of ivory nuts, and no quotations or sales were reported.

There was no rubber exported. Quotations were \$20.58 and \$16.46 for maroma and hojas, respectively.

The official exchange rate was 243, but exchange sold at 250 and higher.

AGRICULTURAL STATION FOR STATE OF MINAS GERAES.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 25.]

The President of Brazil has authorized the establishment of an agricultural station at Caxambu, in the southern part of the State of Minas Geraes, Brazil. The purpose of this station will be to promote the development of gardening and of fruit culture, especially of acclimated foreign species; and the training of abandoned children as farm servants and as specialists in various gardening and horticultural professions.

INCREASED LANDINGS OF FISH IN HULL DISTRICT.

[Consul Homer M. Byington, Hull, England, July 22.]

According to the report of the fisheries officer of the northeastern district (of which Grimsby and Hull are the premier ports) for the quarter ended June 30, 1918, the quantities of wet fish landed totaled 575,995 hundredweight (hundredweight equals 112 pounds), having an estimated value of £2,372,028 (\$11,543,474). While the above weight only represents an increase of 10,782 hundredweight over the corresponding quarter of 1917, the estimated value represents an increase of \$1,963,396. The total value of fish landed, including shell fish, was \$11,701,713, an increase of \$5,007,458 over 1917.

The above figures clearly show the enormous prices being realized for fish that has sold at the maximum Government control prices, except in June, when very warm weather was experienced contemporaneously with large landings of fish. Grimsby and Hull deep-sea trawlers have reported some wonderful catches which have several times realized over \$14,600 per trip and in one instance \$53,044.

The number of crabs landed totaled 1,165,511 as compared with 1,189,769 for the corresponding June quarter of 1917. Lobsters totaled 85,570 against 87,989 in 1917. Crabs on landing sold at prices ranging from 10s. (\$2.43) to 18s. (\$4.38) per score, according to the locality, and lobsters from 1s. 6d. (\$0.37) to 3s. 6d. (\$0.85) per pound.

The fisheries officer again comments upon the continued successful use of motor boats and reports that some of the sailing boats are installing engines.

COASTAL FISHERIES OF NEW YORK AND NEW JERSEY IN 1917.

The Bureau of Fisheries has issued a bulletin giving statistics of the coastal fisheries (exclusive of shellfish) of New York and New Jersey, by counties, in 1917.

In New York there were 1,538 persons engaged. The investment in vessels, boats, fishing apparatus, and shore and accessory property was \$1,370,823; and the products amounted to 68,315,888 pounds, valued at \$1,376,360. This was an increase in the products over 1915 of 100.6 per cent in quantity and 22.7 per cent in value, notwithstanding a decrease of 38.5 per cent in the number of persons engaged and 22.6 per cent in the amount of capital invested. The products included 50,441,540 pounds of menhaden, valued at \$261,919; but if this species is excluded for both years a decrease is shown in the quantity of all other fish of 1,654,615 pounds, or 8.4 per cent, and an increase in the value of \$93,735, or 9.18 per cent.

In New Jersey in 1917 there were 2,137 persons engaged, the investment in vessels, boats, fishing apparatus, and shore and accessory property was \$1,235,550, and the products amounted to 49,979,375 pounds, valued at \$1,953,076. Compared with 1915 there was a decrease of 7.2 per cent in the number of persons engaged, and an increase of 3.6 per cent in the investment, of 4.4 per cent in the quantity, and 44.8 per cent in the value of the products. The menhaden output amounted to 1,433,984 pounds, valued at \$14,664, but excluding this species for both years there was an increase in 1917 in the quantity of all other fish of 5,044,004 pounds, or 11.59 per cent, and in the value of \$626,347, or 47.7 per cent.

CEYLON PLUMBAGO SITUATION.

[Consul Walter A. Leonard, Colombo, June 12.]

The plumbago industry in Ceylon is experiencing a period of stagnation, due chiefly to decreased shipments of graphite to the United States. Although the War Trade Board's restriction on plumbago imports has been a factor in this stagnation, there was a lessened demand on the part of American importers several months previous to the American restriction becoming effective. It is noted, for instance, that the plumbago shipped to the United States from Ceylon during the quarter ended March 31, 1918, totaled only 2,194 tons, valued at \$405,064, according to invoices certified at this consulate, as against 6,524 tons, valued at \$2,166,957, during the corresponding quarter in 1917.

In 1917 United States took over 81 per cent of Ceylon's plumbago as compared with 75 per cent in 1916 (percentage based on quantity, not value), showing how dependent the industry is on the American market. The year 1917 was not quite as prosperous for the plumbago industry as the record year of 1916, when the total quantity exported was 668,216 hundredweight of 112 pounds, valued at \$7,298,128, as compared with 540,950 hundredweight valued at slightly less than \$6,500,000 in 1916. While the best grades of plumbago sold for as high as \$500 per ton during 1916 and 1917, half this price is not obtainable at present.

Mining Conditions—Output.

Unlike the tea and rubber industries, plumbago mining is largely in the hands of native Ceylonese, the majority of owners being men of small means with labor forces not usually numbering more than 20. Such owners must rely on an immediate sale of their graphite, and any marked fluctuations in the market will cause them to shut down or open up their mines. Thus it is observed that on June 30, 1917, when the market was good, 1,288 mines were being operated, and employing 19,912 men, as compared with 764 mines at the end of the year employing 15,379 men. The small mines are obviously the ones first shut down in case of market depressions.

In 1916 the total output of Ceylon's graphite mines was over 33,000 long tons (of 2,240 pounds), compared with approximately 26,000 tons in 1917. Improved machinery, especially in working mines to greater depths, should enable Ceylon graphite to be mined at approximately the rate of 30,000 tons annually for many years to come.

THE BEAN CROP IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 1.]

According to estimates recently obtained by the Minister of Agriculture it is estimated that the crop of beans of Brazil during the present year will reach 350,000 tons, of which the State of São Paulo will contribute more than 50 per cent, or about 180,000 tons. Minas Geraes will be the second largest producer, with 81,000 tons, and Rio Grande do Sul's crop is estimated at 60,000 tons. With such a plentiful crop as this it will be an easy matter to continue exportation on a large scale with large profits owing to the present high prices prevailing. Brazil imported beans in large quantities before the war, but domestic production now meets the demands of the country and leaves a large exportable surplus.

FURTHER LONDON BANK AMALGAMATIONS.

[Alfred Nutting, clerk, consulate general, London, England, July 19.]

It is reported officially that the London Provincial and South-western Bank has been amalgamated with Barclay's Bank, a provisional agreement having been entered into making the fusion effective as from December 31, 1917, which was the date of the amalgamation of the London Provincial with the London and South-western. The three banks so merged will henceforth be known as Barclay's. The terms of the fusion provide that the present capital of Barclay's will be altered to 5,390,000 shares of £2 (\$9.73) each, £1 (\$1.87) paid, and shareholders of the London Provincial and Southwestern Bank will obtain £6 3s. 4d. (\$30) for every £5 (\$24.33) of paid-up capital they hold, equal to 6¼ of Barclay's B shares for each £10 (\$48.67) share. Nine directors of the London Provincial and Southwestern Bank will join the board of the amalgamated concern. It is also intimated that Barclay's will acquire the interests of the merged banks in Cox & Co. (France) (Ltd.), besides gaining the benefit of their other foreign institutions. Barclay's Bank is itself the outcome of past fusions of small undertakings; it has 443 branches and 374 subbranches. The London Provincial and Southwestern Bank has 552 branches. The joint paid-up capital of the three will reach nearly £7,000,000 (\$34,065,500), while the total deposits aggregate £212,000,000 (\$1,031,698,000).

Formation of London Joint City and Midland Bank.

Amalgamation is also announced between the London City and Midland Bank and the London Joint Stock Bank. The fusion in this case was first decided upon several months ago, but was held over pending the result of the inquiry as to the advisability of permitting these amalgamations. The terms provide that four shares of the first-named bank shall be exchanged for one of the latter bank; the paid-up capital will total £7,000,000 (\$34,065,500), the reserve fund will exceed £6,000,000 (\$29,199,000), while the combined deposits will reach nearly £300,000,000 (\$1,459,950,000). The title of the merged banks will be London Joint City and Midland Bank. The first-named bank possesses 1,055 branches and subbranches and the latter 311.

Three Other Banks Absorbed by Lloyd's.

Amalgamation has also been announced between Lloyd's and the Capital and Counties Bank, National Bank of Scotland, and London and River Plate Bank, the interests of all of which have been acquired by Lloyd's. The terms are as follows: In regard to the Capital and Counties Bank, one Lloyd's share plus £2 (\$9.73) in cash will be given for each share of the first-named bank; National Bank of Scotland shareholders will receive £350 (\$1,703) in the form of 11 Lloyd's shares and £75 (\$365) National War Bonds per £100 (\$487) paid stock, together with the sum of £5 10s. (\$26.77) in lieu of profits accrued to May 1 last; London and River Plate, two Lloyd's shares in exchange for one of the merged bank. Through the Capital and Counties Bank, Lloyd's will gain 473 extra branches (259 in new territory), while the London and River Plate Bank will mean an addition of 30 branches in Argentina, Brazil, Chile, Paris, and New York.

The result of this fusion will be an increase in the capital of Lloyd's to £9,000,000 (\$43,798,500), a total of 1,350 home branches, and a gross aggregate of deposits only £6,000,000 (\$29,199,000) less than that of the London Joint City & Midland. The percentage of capital and reserve to current and deposit accounts will rise from 5.2 to 8.

Leading Banks and Their Deposits.

These amalgamations have received the approval of the Treasury. By these amalgamations the following become the leading English banks: London Joint City & Midland, with deposits amounting to \$1,459,950,000; Lloyd's, with \$1,430,751,000; London County, Westminster & Parr's, with \$1,070,300,000; Barclay's, with \$1,031,698,000; and National Provincial & Union, with \$875,970,000.

[Previous articles on London bank amalgamations appeared in *COMMERCE REPORTS* for Dec. 29, 1917, and for Feb. 1, Mar. 2, Apr. 1, and June 25, 1918.]

DEGREE OF COMMERCE IN EDINBURGH UNIVERSITY.

[Consul Rufus Fleming, Edinburgh, Scotland, July 24.]

The ordinance constituting a degree in commerce (B. Com.) has been adjusted by the authorities of the University of Edinburgh and has received the consent of the Privy Council, London. The conditions may be summarized as follows:

These subjects are compulsory: Political economy, accounting and business method, organization of industry and commerce, mercantile law, economic geography, economic history, and one modern language.

The subjects from which those necessary to complete the course of study may be selected include engineering, chemistry, physics, mathematics, statistics, banking, public international law, an additional modern language, besides more advanced courses in the above compulsory subjects.

The university authorities have power to make additions to or modifications in the courses of study.

EXPORT SUGAR CROP IN THE PUERTO CABELLO DISTRICT.

[Consul Frank Anderson Henry, Puerto Cabello, Venezuela, July 20.]

The Central Tacarigua, near Valencia, is the only large modern sugar factory in this district and it is the only one that manufactures for export. It has just finished its third grinding season and its entire output has been or will shortly be shipped to the United States. The season just ended lasted from the first week of December, 1917, to the first week of June, 1918. Exports to date of this crop have amounted to 26,123 bags weighing 5,721,608 pounds valued at \$217,838. In addition, about 9,000 bags still remain to be exported.

Exports of sugar during the two previous years in which this factory has been in operation have been: 1916, 2,091,880 pounds, valued at \$88,617; and 1917, 6,480,276 pounds, valued at \$244,942.

DUNDEE TEXTILE TRADE.

[Consul H. Abert Johnson, Dundee, Scotland, July 16.]

Conditions in the jute trade of Dundee have shown no tendency toward improvement since last reporting. The position as regards the jute supply has greatly improved during the past week, but spinners and manufacturers were not disposed to book new orders on the strength of the encouraging forward position of the raw article. The intricacies of the wages question still holds the attention of the trade, and it appears to be seriously regretted that the recent award was not issued in such a manner as would leave no doubt as to its correct interpretation.

The chief cause of anxiety on the part of the producer seems to be the question of raw material, whereas under ordinary conditions his greatest concern was the disposal of his production. The whole trade is said to move in a manner totally unlike what was once the normal condition of affairs, and doubts are even reluctantly expressed as to whether the old conditions can ever again be restored. Without the stoppage for a week in June, the whole situation would unquestionably have been very much worse, and it is only now that it is beginning to be fully realized how urgent the need for a stoppage was.

Jute Yarn—Flax and Tow.

So far it appears that the position does not prove more favorable for the purchase of further quantities of jute yarns. Spinners are hesitating and do not seem desirous of further commitments, although it is not doubted that new orders will be registered in good time, notwithstanding the fact that the anxiety of the consumer is likely to continue until such a time as he is enabled to place his requirements in safety. Under the present course of production more yarn is required in the output to meet the demands of the looms. It may be presumed that an ample supply of fiber, expected at an early date, may improve matters in this direction, and it would appreciably facilitate them if a slight addition could be made to the quantity that spinners are now allowed to cut up weekly. It must be admitted that, as a general rule, spinners have acted to the best of their ability in endeavoring to assist in solving the problem of a shortage in raw materials, and this has proved of immense assistance to those intrusted with the difficult task of getting matters straightened out.

In regard to flax and tow, no definite announcement has been made in reference to the proposal to curtail the consumption of tow to meet the demands of a 32-hour week. Replies in connection with the request made to the linen trade for stocks of yarns as at the end of May and consumption of yarn during June are coming in, and the position is being tabulated in due form. The feeling seems to prevail that the 32-hour measure is likely to become effective from the first of next month, and it is probable that a meeting may be held during the current week with a view to reaching a definite decision in the matter. Applications for quantities of Irish rescutched tows are evidently being dealt with on the basis of allocating one-half of the total quantity asked for.

As to the question of raw jute, it was intimated some time ago that it was expected that the completed first jute crop forecast statement

would be announced in Calcutta on the 9th instant. The reserved attitude that seems manifested on the part of the sellers could hardly be, it is asserted, attributed to any unfavorable new crop conditions, but rather largely to the fact that difficulty was being experienced in Calcutta in buying in against sales made. The jute on offer at the close of last week was mostly private marks, and there is not much wanted for August-September, but evidence was not lacking of buyers, in some cases, having extended to October-December. The tendency of the market was undoubtedly firmer, owing, it is believed, to the fact that speculative sellers commenced from a basis that now may be proving to have been too low, but the whole position as regards this point was too unsettled to permit a possibility of arriving at an opinion that merited the smallest amount of confidence. Calcutta mills, according to reports now being circulated, seem to be bent upon carrying large stocks, knowing that when the war comes to an end there may be something of a scramble for fiber.

The first Government forecast of the jute crop, which should now have been published in Calcutta, is not expected to reach here before the end of the current week at the earliest. Up to the present time, there appears little disposition on the part of Calcutta shippers to sell. Representatives here complain of the lack of offers, and there is annoying delay in conducting negotiations in consequence of time required for the transmission of messages, but firm conditions prevail, whatever may be the future approximate level for the new crop. The most recent quotations show new crop association group of First Marks at \$109.49, association Lightnings at \$94.89, and association Hearts at \$80.29, all f. o. b. August-September. Old crop short group of First Mark actuals were quoted at \$109.49 f. o. b. July. As most of the July-September permits have now been absorbed, facilities for sales have been largely reduced. There appears to have been an exceedingly limited supply of old-crop Daisee offered for sale, and so far there is no mention made of new-crop Daisee fiber.

Prices of Jute Yarns—Grading Permits Required for Fabrics.

The supply of jute yarns last week was decidedly limited, and when buyers were granted lots somewhat larger than they had set their minds on, surprise was an agreeable feature of the transaction. There were a few parcels of sacking weft bought in a range of 27 pounds to 40 pounds at 17½ cents for 24 pounds. Common cops and medium spools were impossible to obtain, but there were buyers of every description of yarn except the small jutes.

Maximum prices are obtainable in every instance, and price forms an unimportant matter at the present epoch, as between buyer and seller the question of the moment is only the urgent need of supplies. The position, it is said, may improve in the near future, now that the raw material is expected in increased quantities. Current prices are \$1.54 for common cops, \$1.58 for medium spools, \$0.175 for 24-pound weft, and \$1.80 for 8-pound Rio weft.

In regard to jute fabrics, buyers are not pleased at manufacturers refusing, as they do, to handle orders unless accompanied by grading permits. The point was raised as to the inconvenience that would ensue in the event of a manufacturer becoming filled up in the interval and refusing to accept an order when the necessary permit was obtained. Had supply been greater than demand, there would have

been no necessity for grading, which has also for its object the production of the goods in order of priority of importance. This is proving in reality a serious difficulty for buyers in obtaining what they need, and the course of events render it urgently necessary for buyers to rely on the grading system for the receipt of their necessary material.

Urgent Demand for Fabrics—Maximum Prices.

The general experience during the past week shows that goods are exceedingly difficult to procure. Deliveries, in view of the approaching holiday season, are urgently needed, and there is no doubt that all the production of the trade is pressingly demanded; but hesitancy is shown on the part of many manufacturers, and they are only disposed to give consideration to business over which every facility is likely to be provided for the means of delivery. All widths, weights, and qualities are in request, and the urgency now in evidence promises to increase throughout the autumn. The raw material is said to be promising.

The following are the fixed maximum prices that manufacturers are now allowed to charge per yard for standard 40-inch widths: For 10½-ounce, 16½ cents; 10-ounce, 16 cents; 9½-ounce, 15½ cents; 9-ounce, 14½ cents; 8½-ounce, 14 cents; 8-ounce, 13½ cents; 7½-ounce, 12½ cents; 7-ounce, 12 cents; 6½-ounce, 11½ cents; 6-ounce, 10½ cents; mangled 10½-ounce, 17 to 17½ cents. The rise from 10½-ounce to 11-ounce is ½ cent, thereafter ¼ cent per half ounce.

The Linen Trade.

So far as the linen trade problems are concerned, there is little transpiring in yarn at the present time. All good standard yarns are going off rather freely, but the same can not be said of spins of a lower category. Inquiries for yarns are being made, and there is no doubt whatever as to all production of suitable material being required, although the yarn problem is not at all clearly defined, as in the case of jute, as matters stand just now. The impression generally conveyed is that the linen trade seems to be possessed of serious misgivings over all matters; the difficulties are undoubtedly numerous, and it is asserted that all concerned are looking forward eagerly to the day when control will be brought to an end. It is expected that the reduced consumption of tow to a 32-hour weekly activity may become operative from August 1.

Prices of wet spun yarns per bundle of 4½ spindles are as follows:

Number.	Line warp.	Line weft.	Tow warp.	Tow weft.	Number.	Line warp.	Line weft.	Tow warp.	Tow weft.
16.....				\$8.79	50.....	\$5.10	\$4.86	\$4.44	\$4.01
18.....				8.02	60.....	4.56	4.34		
20.....	\$9.85		\$7.29	6.92	70.....	4.38	4.10		
25.....					80.....	4.38			
30.....					90.....	4.62	3.77		
35.....	5.44	\$6.32	4.80	4.62	110.....	5.16	3.77		
40.....	5.83	5.74	4.68	4.31	140.....	5.40	4.50		
45.....	5.34	5.22	4.56	4.13					

Contract Prices Increased on Account of Short Time.

In this connection the following letter, sent out by the Scottish Flax Spinners and Manufacturers Advisory Committee, is of interest:

The Scottish Flax Spinners and Manufacturers Advisory Committee has arranged that the following additions on account of short time shall be made on the prices of all contracts placed by or through the War Office before May 1:

Spinners.—Where the hours worked per week are 40 hours, or its equivalent, $1\frac{1}{2}$ per cent is to be added to the price.

Manufacturers.—Where the hours worked are 55 hours or full time, $1\frac{1}{2}$ per cent is to be added to recoup the weaver for the additional price to be paid to the spinner, and where the hours worked are 40 hours or its equivalent, $2\frac{1}{2}$ per cent in all is to be added to the price.

These additions are to be retrospective as from the date when the firm commenced working short time. It is to be noted that these advances do not refer to the Admiralty, as the matter of its contracts is still under consideration. The committee realizes that the arrangement made does not fully recompense either spinners or manufacturers, but in all the circumstances it was felt that it was advisable and judicious to agree to the advance above mentioned.

The committee is at present engaged in arranging the advances necessary owing to the recent increase in wages, and any new orders will also have to be costed on the present wages and present cost of production. The committee is strongly of opinion that all costings for all Government departments should be submitted by the committee. There can not be any desire on the part of the trade to have more than a reasonable profit, and the work of the committee is only increased where individual firms submit costings.

It is therefore suggested that firms should accept Government orders subject to prices being arranged by the advisory committee, which should be at once advised of any outstanding orders for which prices have to be fixed. The committee will be obliged if you will acknowledge this letter stating that you approve.

FIRST BRAZILIAN JOURNALISM CONGRESS IN SEPTEMBER.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 15.]

The directors of the Brazilian Press Association have begun preparations for the first Journalism Congress in Brazil, to be held from September 10 to 21, 1918, in commemoration of the founding of journalism in this country.

Among the topics for discussion will be the following: History of journalism in Brazil; Plans for a Pan American Congress of Journalists, to be held at Rio de Janeiro, in 1922, the centennial anniversary of Brazilian independence; Ethics of journalism; Press associations, means of coordination; Foundation of a School of Journalism; Necessity and means of establishing in Brazil paper factories capable of producing sufficient quantities of news-print paper for domestic consumption.

ORGANIZATION OF NEW BRAZILIAN COAL-MINING COMPANY.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 21.]

A new Brazilian coal-mining company was organized June 12, 1918, under the laws of Brazil, to be known as the Sociedade Anonyma Companhia Mineração "Barra Bonita" (the "Barra Bonita" Mining Co. (Inc.)).

The company has a declared capital of 2,800 contos of reis (about \$700,000 in American currency), represented by 14,000 shares of 200 milreis each (about \$50 in American currency), all of which has been fully paid up.

The objects of the company are principally the acquisition and exploitation of coal mines.

The majority of stock is owned by the Companhia Predial e Hypothecaria Federal (the Federal Real Estate & Mortgage Co.).

ROAD CONSTRUCTION IN SCOTLAND AFTER THE WAR.

[Consul Rufus Fleming, Edinburgh, July 20.]

From a social and economic point of view, road construction and repair in Scotland will be a pressing requirement after the war, only second in importance to the more adequate and comfortable housing of the people. Since 1914 roads and streets have been neglected; county and city authorities have economized by letting the highways fall into disrepair and diverting funds usually granted for their upkeep to other purposes. As a result of this policy, the main roads and byways, worn by heavier and more constant traffic than was ever before borne, are now in a condition which will necessitate large expenditures for reconstruction of surfaces and for repairing and building bridges, culverts, etc.

In some parts of Scotland, the extended use of motor trucks, tractors, and omnibuses has been disastrous to the narrow country roads, a considerable proportion of which will have to be remade. Macadam streets in towns and villages and suburbs of cities have also been seriously damaged by wear and tear, in the absence of money, labor, and material to patch up ruts and holes, which now render travel and haulage difficult and in not a few places dangerous. The problem of road restoration and maintenance must be faced by the local authorities, who are expecting a certain amount of financial assistance from the government.

Opportunity for Sale of American Road Machinery.

After the restoration of peace there will doubtless be a fairly strong demand for roadmaking machines and tools. No firm in the Edinburgh district handles this class of machinery, the users buying directly from the manufacturers. Probably the best method for American makers to adopt for the introduction of their machines is to establish an agency in one of the important commercial centers in England, from which the entire country could be effectively covered by their representatives.

County and city authorities have entire control of roads and streets in the matter of construction and repair, and only in exceptional cases do they let out the work to contractors. The authorities to be reached are the county councils and the streets departments of cities and large towns, through the county, district, or city road surveyors (supervisors). As a rule the advice of road surveyors relative to machinery and tools is followed by county councils and city councils.

[A list of the principal road surveyors in Scotland may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 104494.]

DOMINICAN APPROPRIATIONS FOR PUBLIC WORKS.

[Consul Clement S. Edwards, Santo Domingo, Dominican Republic, July 20.]

By Executive Order No. 187 issued by the Military Government of Santo Domingo, on July 15, 1918, an appropriation is made of the sum of \$1,285,000 for carrying through the following national works:

Trunk highway, completion.....	\$725, 000
Wharf and harbor improvements, San Pedro de Macoris.....	200, 000
Monte Cristy-Dajabon (bridge over Yaque del Norte).....	40, 000
Azua-San Juan (bridge over Yaque del Sur).....	100, 000
San Pedro de Macoris-Hato Mapor, Seybo Road.....	200, 000
Bani-Santo Domingo City Road.....	20, 000

AUSTRIAN AND GERMAN BUSINESS PLANS.

[Consul General Albert Halstead, Stockholm, Sweden, July 5.]

The Swedish Trade Journal for June contains the following business plans from Germany:

The so-called Hungarian Credit Institute for the Lumber Industry has decided to increase its capital stock from 40,000,000 to 72,000,000 Austrian crowns (\$8,120,000 to \$14,610,000 at the normal exchange rate) partly in order to take over the shares in the Ungarische Holzhandel Aktiengesellschaft and partly for reserve funds for the extraordinary expenses after the war. The lumber business in Austria-Hungary has received a tremendous impetus during the war, as the value of all woods and lumber products has increased enormously and besides lumber has been used as a substitute for other materials that were not obtainable. The immense forests in the Carpathians on the borders of Russia and Roumania have increased in importance. It is calculated that the forest in the part ceded to Austria by Roumania has a value reaching up in the billions. The most suitable procedure for exploiting the territory acquired through conquest is being considered.

An interesting business development in Germany is the organization in upper Silesia of an Erzcentral composed of ore manufacturers. The object of this ore combination is to scrutinize all tenders received by its members pertaining to ore or mines, thus obviating all competition among the various members of the combination. The old and rich trading, shipyard, and shipping firm, Rickmers, of Bremen and Hamburg, has organized two companies with a small capital to carry on investigations, one for general business and the other especially for the ocean-fishery business.

FAT STOCK SHORTAGE IN SCOTLAND.

[Consul H. Abert Johnson, Dundee, July 22.]

According to recently published figures it appears that the total supply of fat cattle on the Scottish markets last week, which numbered 1,042, was under the average for the week by 2,204. The best animals in some cases realized \$18.48 per hundredweight, while the general range of prices may be compared with \$20.06 to \$25.30 for first quality last year, and \$16.53 to \$19.58 two years ago. Fat sheep numbered 9,409, as against the normal supply of 12,839; hogs ran from 31 to 34 cents per pound, as compared with 28 to 35½ cents at this time last year. There were on offer 183 fat pigs, compared with the average of 842. Those of the best quality realized from 17s. (\$4.13) to 17s. 9d. (\$4.31) per stone; in the corresponding week of last year the range was from 14s. 3d. (\$3.46) to 16s. 9d. (\$4.07).

Order Placed Through Foreign-trade Opportunity.

As a result of a foreign-trade opportunity published in **COMMERCE REPORTS**, an American music firm recently placed an order that has been shipped and paid for to the extent of \$6,000.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Bolts and nuts-----	27295	Machinery-----	27294, 27298
Cigars-----	27297	Metal products-----	27294
Cutlery-----	27294	Novelties-----	27298
Drugs and chemicals-----	27296	Paints and varnishes-----	27298
General agency-----	27292	Steel hoops-----	27296
General merchandise-----	27296	Tobacco-----	27297
Hardware-----	27294, 27295	Upholstering materials-----	27293
Jute and cotton mill supplies-----	27295	Wire-----	27295

27292.*—A man of British nationality who is at present connected with an import and export house in British Malaya and who has spent about 20 years in the Far East in connection with foreign trade, desires to be placed in communication with American manufacturers, exporters, and importers, with a view of establishing in the Far East, but with headquarters in the United States, an agency representing noncompetitive manufacturers, exporters, and importers of American goods exclusively, stock of certain lines to be carried, doing an indent or order-taking business in others, and exporting tin, rubber, tapioca, and other local products to and for his principals. He will furnish references as to his business standing and financial responsibility upon request. He desires that the Far East office force be comprised entirely of American citizens and that all furniture and fixtures be of American designs.

27293.*—A company in Spain wishes to secure an agency for the sale of imitation leather, plain and figured plushes, velvets, etc., both of upholstery and house decoration. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27294.*—A man in Portugal would like to import on a commission basis, machines of all kinds, hardware, cutlery, and articles of brass, metal, nickel, aluminum, etc. Correspondence may be in English. Reference.

27295.†—A company in India wishes to import hardware, and jute and cotton-mill supplies. It also wishes to represent American manufacturers and exporters of different products. The firm especially desires to receive quotations on the following products: 5 tons of steel hoops $\frac{1}{2}$ inch by 24 B. W. B., varnished, in coils of one-half hundredweight (not riveted); 1 ton each of galvanized wire Nos. 6, 8, 10, 12, and 14; hexagonal engineers' nuts Whitworth thread, $\frac{3}{8}$, $\frac{1}{2}$, and $\frac{5}{8}$ inch, 1 ton of each; and hexagonal head bolts and nuts Whitworth thread, $\frac{3}{8}$ by 1 inch, $\frac{3}{8}$ by $1\frac{1}{4}$ inches, $\frac{3}{8}$ by $1\frac{1}{2}$ inches, $\frac{3}{8}$ by 2 inches, $\frac{1}{2}$ by $1\frac{1}{4}$ inches, $\frac{1}{2}$ by $1\frac{1}{2}$ inches, $\frac{1}{2}$ by 2 inches, $\frac{1}{2}$ by $2\frac{1}{4}$ inches, $\frac{3}{4}$ by $1\frac{1}{4}$ inches, $\frac{3}{4}$ by $1\frac{1}{2}$ inches, $\frac{3}{4}$ by $1\frac{3}{4}$ inches, $\frac{3}{4}$ by 2 inches, and $\frac{3}{4}$ by $2\frac{1}{4}$ inches, 5 hundredweight of each size desired. Terms of D/A or D/P at 60 days sight are desired. Reference.

27296.†—A man who has just returned from active service in Europe and who will be in the United States for a short time desires to secure agencies for the sale of general merchandise, machinery, drugs and chemicals, paints and varnishes, and novelties, in Australia. He intends to leave for Australia as soon as suitable business connections are made. Reference.

27297.*—A man in England desires to purchase and secure agencies for the sale of cigars and tobacco. These goods are desired for the Belgian Kongo markets. Quotations should be made c. i. f. New York. Payment will be made through bank. References.

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1918

CONTENTS.

	Page.		Page.
Outlook for Mexican crops encouraging	545	Portuguese Bank in Brazil opens new branch	556
Concrete bridge for general traffic and river Tay	546	Three months' trade of British South Africa	557
Extension of Sao Paulo-Rio Grande Railway	546	Labor market in Germany	558
German housing plans	547	Fishery products landed at New England ports during June	558
Canal and port works for Milan, Italy	551	Cocoa accumulation in the Gold Coast	558
Use of Kapok in the United States	552	Imports of coal into Brazil during May	558
Free turtle fishing in Panaman waters	553	Foreign trade opportunities	559
Brazil's trade for first three months of 1918	554	Proposals for Government supplies	560

OUTLOOK FOR MEXICAN CROPS ENCOURAGING.

[Vice Consul Luther K. Zabriskie, Mexico City, July 24.]

El Economista of July 23 contained the following resumé of the reports regarding the general situation of the plantings and the prospects of the next crops that have been given to the press by the Mexican General Director of Agriculture:

Aguascalientes.—Magnificent prospects for the corn crops, which will be more than sufficient for the local consumption inasmuch as the present plantings are larger than any that have been made during recent years.

Lower California.—The wheat harvest should be fine. In addition the normal output of chile will be realized in these regions where this plant is cultivated.

Campeche.—The usual corn plantings have been made, and the crop prospects are most gratifying.

Coahuila.—After a most trying drought the rains have become regular and have converted the general aspect of the corn and wheat fields to what it has been in normal seasons.

Colima.—The prospects for a splendid rice crop are magnificent, while the yield of beans (frijoles) should even exceed the regular harvest, although the plantings were made on a very small scale.

Mexico.—No corn was planted in Almoloya, but the wheat crop will be abundant; in Chiantla both the corn and wheat crops appear excellent; in Jocotitlan there will be fine yields of corn, barley, and wheat, the area devoted to these last two cereals amounting to 7,760 hectares for barley and 2,000 for wheat.

Nuevo Laredo.—In Linares, Salinas Hidalgo, Apodaca, Cienaga de Flores, Galeana, and Garza Garcia large areas of territory have been planted and the general appearance of the crops are good.

Nayarit.—In Tepaca, El Seco, Soltepec, and in various other localities the plantings have not been so extensive as in former years, owing to the scarcity of draft animals, but in other places throughout the State the cultivated area has been increased and the crop outlook is magnificent. In Teziutlan the harvest of wheat and potatoes should be excellent.

Quintana Roo.—But little wheat and a small amount of corn was planted on the islands of Cozumel and Mujeres, but as a whole the present season's agriculture in this territory appears satisfactory.

Sinaloa.—Baridaguato should yield not less than 50,000 kilos of beans (frijoles), a small amount of corn, and some tobacco, while in Culiacan there

should be a harvest of 750,000 kilos of corn and 50,000 kilos of beans (frijoles). In other districts the cereal and vegetable crops ought to be abundant.

Tabasco.—Rains were lacking during the entire month of May. Furthermore, locusts are threatening the crops, and the outlook is bad.

Vera Cruz.—The harvest of "tonalmil" corn, which was planted on a large scale during the past year, will be good in certain regions of the State. The plantings of beans (frijoles), rice, and chile have also been extensive.

Complete details are lacking from various States, but semiofficially it is known that the 1918 crop outlook is most gratifying.

CONCRETE BRIDGE FOR GENERAL TRAFFIC ON RIVER TAY.

[Consul H. Abert Johnson, Dundee, Scotland, July 3.]

The city engineer of Dundee desires information in connection with the building of a new concrete bridge for general traffic on the River Tay, running parallel to the present bridge, which is exclusively for railway traffic, and to be erected on piers, still standing, of a former bridge that was destroyed some years ago by a hurricane.

Interest was aroused in a process of pneumatic concreting that was referred to in the issue of *The Engineer* of June 21, 1918, which states as follows:

The use of compressed air for mixing and placing concrete is becoming very general in the United States. Arch bridges, retaining walls, and other structures have been built in this way, but the most extensive use of this process has been in the lining of tunnels. The apparatus consists of an inverted cone built of steel plate, surmounted by a cylindrical chamber in which works a flap valve operated by an air cylinder. To the bottom of the cone is attached an elbow connected to the distributing pipe, through which the concrete is conveyed to the form or mold. The measured batch of cement, sand, and stone or gravel is charged into the mixer through the flap valve, and air is then admitted by jets at the top of the cone and at the back of the elbow. The former jets force the charge down to the elbow, where the main jet drives it along the pipe, the materials being thoroughly mixed and churned during their passage. The distance may be as great as 750 feet. With stone aggregate and an 8-inch pipe the pressure should not fall below 50 pounds. With lower pressure the materials tend to roll along the bottom of the pipe, and, while the concrete may be well mixed, it makes a dirty pipe, which is likely to choke or clog. The stone may be as large as 4½-inch size. Under proper pressure the mixture is violently churned and carried along as a mass, the sand filling voids in the stone and cement filling voids in the sand. An elbow or length of india-rubber pipe at the end of the delivery pipe discharges the concrete into the forms.

Firms in a position to supply the appliance and equipment required in this process of concreting should communicate through this office with Dundee's city engineer regarding further details connected with the project referred to.

EXTENSION OF SÃO PAULO-RIO GRANDE RAILWAY.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 25.]

By Decree No. 13067, of June 12, 1918, the President of Brazil has approved the plans for the second extension of the Peixe River of the São Paulo-Rio Grande Railway, which was provided for in Decree No. 12479, of May 28, 1917. This extension comprises a distance of about 23 kilometers (14 miles). The approved estimate of the cost of construction is 1,109,266 milreis (about \$277,314 in American currency).

GERMAN HOUSING PLANS.

Apart from the devastations of war in the extensive battle zones, Europe is faced with a severe shortage in houses on account of the general cessation of building operations since the outbreak of hostilities. Every year the war is prolonged increases this shortage and intensifies the problem that awaits solution on demobilization. The British (Government) Board of Trade Journal of July 25 says that the British position was stated at some length, although with no finality, in the recently published report of a committee appointed by the Minister of Reconstruction. A general estimate of 175,000 houses is given in this report as the shortage in the United Kingdom, due solely to the cessation of building, at the end of 1917. Moreover, additional requirements in a normal year are given as 75,000. The Journal continues:

Position in Germany.

The position in Germany was summarized recently in a memorial addressed by the National Association of Commercial Employees to various German Legislative bodies. It stated:

Germany, in the last 50 years, has changed from being a preponderantly country-dwelling people into a nation of town dwellers. Even before the war the housing question was becoming acute. The increase in population demanded a regular yearly supply of 200,000 dwelling houses, 75 per cent of which were small houses; but since the war building activity has been at a standstill. During the war many families are sharing houses, but they will wish to go into houses of their own when peace is signed; there will also be frequent moves from large to smaller houses. Rents must inevitably rise, and the families with many children will suffer most. All that has been done so far toward remedying the existing evils is a drop in the ocean, and a comprehensive system of Imperial housing reform is required.

Again, the situation in Berlin, which may be taken as typical of the position in larger towns, was described in a speech delivered recently by the Director of the Statistical Office at Schönberg; in which he stated:

The number of houses standing empty in the 46 communes of Greater Berlin in the period from May, 1916, to May, 1917, has diminished from 32,145 to 24,812, and is still falling. Soon after the end of the war, 20,000 dwelling houses will be required by soldiers' wives who have no home at present. At least another 20,000 will be wanted for the men who have postponed marrying until after the war. Then there will be a considerable number of single men returning who had their own houses before the war. Besides this, account must be taken of the increase of the normal demand from the young men who have grown up and from the influx of newcomers, so that in Greater Berlin during the first peace years there will be at least 60,000 dwellings required, which will afterwards increase by 20,000 every year. This demand can not be met by emergency expedients, such as the use of garrets and basements, old railway carriages, and barracks. The only method is to build new houses on a large scale.

In order to deal with the difficulty, the representatives of the municipalities and districts of Greater Berlin have, according to the "Berliner Tageblatt," decided to bring about an amalgamation of the municipalities and communal associations. Previous to this it was proposed to reopen the municipal housing bureau which was closed at the end of 1914, but this was found impracticable on account of the lack of labor and material.

German Interest in the Problem.

In various parts of Germany there has been great activity to deal with the problem, and various Federal States and towns are already contemplating many kinds of improvements. Among these States Saxony, Meiningen, and Anhalt may be mentioned.

From June 1, 1918, the entire supervision of dwellings in Saxony is to be placed under a Government inspector, who, as also in Bavaria, will be directly answerable to the Ministry of the Interior.

On January 9 of this year the Landtag in Meiningen unanimously passed a bill for the Government control of dwellings.

In the Duchy of Anhalt a law to promote the erection of small dwellings was passed on September 5, 1917. This law authorizes the Government to participate financially in building associations for the public welfare, and places at its disposal for this purpose 300,000 marks from the surplus of the Landrentenbank, if required. Moreover, it enables the Government to give guaranties for second redemption mortgages up to a limit of 90 per cent of the cost of construction, and up to a total amount of 2,000,000 marks.

Activity of the Towns.

The town council of Cologne has decided to establish a housing bureau. This bureau is to carry on a house agency, with power to enforce notice being given of empty houses, to issue housing statistics, and to occupy itself with the maintenance and provision of dwellings. This latter object is to be attained by subsidizing the construction of buildings for the public welfare, by exerting influence on municipal building schemes, by providing cheap building land and money for buildings, and insuring good railway communications.

Important steps for combating the scarcity of small buildings are contemplated by the municipal administrations in Munich, Magdeburg, Hamm, and Hildburghausen. (In Munich a Public Benefit Small Dwellings Co. (Ltd) was founded in December, 1917.)

In Magdeburg various emergency measures have been taken to remedy the dearth of small dwellings. The schools, which the school administration, with the approval of the Government, has placed at the disposal of the authorities, have, it is stated, been transformed into small dwellings. Moreover, owners of premises or shops standing empty must transform them into small dwellings, for which purpose a money grant will be made them; assistance will also be given to public benefit building societies. In Hildburghausen, at the suggestion of the State Ministry, the town has selected a building plot of 9 acres for the erection of small dwellings. This is to be given on a 99 years' lease to townsmen in a small way of business who are in a position to build, and especially to those returning from the war.

In Hamm, in order to provide small dwellings, several local industrial concerns and the municipality have come to the aid of a building society established there for the erection of small dwellings for soldiers returning from the war and for large families in poor circumstances with a capital of 150,000 marks or possibly 200,000 marks.

An entirely new method of procedure for relieving the dearth of dwellings for large families is being adopted by the Rhineland Provincial Insurance Establishment. It has informed the mayors and

officials of the provincial councils of its readiness to give assistance to all towns and communes of more than 20,000 inhabitants in the maintenance of offices for supplying dwellings for large families in poor circumstances. The relief measures to be carried out by these offices are to consist of grants, in aid of the payment of rent, the supply of beds, etc. Each case is to be examined on its merits by the local charitable associations. Should this new departure prove a success, other insurance establishments may adopt similar methods.

According to the "Kommunale Praxis," the municipal council of Dortmund has resolved upon the creation of a housing office. This authority maintains that the only way to surmount the difficulties of the housing question is communal building without profit, and to this end it is endeavoring to win over the large employers to cooperate. To accomplish this task, the council has founded the Public Benefit Settlement Co., Ltd., with a capital of not less than 2,000,000 marks.

Prussian Housing Law.

The first legislative step in Germany has been taken by the State of Prussia where a housing law came into force on April 1. Summarized, its provisions are:

This act opens up a field of new activity for the State and communes in the matter of welfare work and housing measures. It makes new provisions for the acquisition of building land. Special attention is paid to the need of small and moderate-sized dwellings, and the so-called "Communal building prohibition" is confirmed by the act. In order to meet the need of such houses and to improve the sanitary conditions of such houses and to improve the sanitary conditions of building quarters, blocks of dwelling houses and such like, the necessary ground and sites may be expropriated until December, 1926. Communes with more than 10,000 inhabitants are bound by law to inspect the houses and institute a housing office. The act finally settles that the sum of 20,000,000 marks will be put aside by the State for public benefit building purposes.

Imperial Housing Census.

Again, a housing census of the Federal States of the whole Empire was taken between 15th and 31st of May. This applied to all communities which, according to the census of December 5, 1917, had a civilian population of over 5,000. Places with a smaller number were not taken into account unless they were situated in industrial districts or were residential towns. Special importance was attached to the number of dwellings available and the anticipated demand, the rents, the distribution of the inhabitants according to the various sizes of the dwellings, the number of dwellings in separate buildings.

Further, recognizing the urgency of the problem, a change in the administrative organization dealing with this important matter has been made. The existing housing department in the Imperial Economic Office has been enlarged and its powers developed, especially by the creation of the post of adviser on housing problems.

Proposals of Reichstag Committee.

Finally, according to the "Frankfurter Zeitung" the Reichstag has accepted the proposals laid before it by the Imperial committee for housing. The text of the proposals is:

1. The Imperial Economy Office, as the Central Office for Transition Economy, is to undertake the direction of a systematic and comprehensive scheme for pro-

viding houses after the war, as well as the organization of all resources forthcoming in the Empire for this object, both public and private. It is to make all necessary preparations and take steps to this end in agreement and cooperation with the Federal States and set matters in train at once.

2. Since it appears impossible to start building operations on the basis of the efforts of peccate individuals alone, owing to the increase in the cost of building materials and to the multifarious urgent claims which will be made upon capital during the transition period, 500,000,000 marks are to be provided from the Imperial Exchequer for the purpose of making building grants and loans on reasonable terms, as well as for forming a guaranty fund. At the same time the Federal States and communes must be induced to participate in the new building operation by providing from their resources a sum at least equal to that provided by the Imperial Exchequer.

The insurance offices, including the sick-pay offices, the provincial insurance companies, the Imperial Insurance Office for Employees, and the cooperative trade societies, as well as the public savings banks, are to invest all available sums as far as possible in loans on small buildings at a moderate rate of interest.

Supply of Materials—Administrative Arrangement.

3. In consideration of the shortage of building materials of all kinds it is urgently necessary to set the building materials industry going again by the timely discharge of laborers from the army and by making adequate supplies of coal available. The building materials set free by the army administration are to be given at reasonable prices to those communes where a shortage of houses exists.

4. Since, in spite of the quantities of building materials thus made available, there will in all probability during the first few months after the war not be sufficient to meet the demand, care must be taken that all buildings should be erected in order of urgency.

5. In order to provide accommodation at once for the homeless suitable residential hutments must be erected and leased at moderate rentals. It is advisable that such hutment colonies should be generally established within suburban zones in the vicinity of railway stations and so arranged that to each dwelling should be attached a vegetable garden and, if necessary, sheds for poultry, rabbits, etc.

6. Immediately after the conclusion of peace a commencement must at once be made with the provision of sanitary, suitably furnished, permanent small dwellings as far as possible of one story only. In order to make preparations for providing these dwellings it is indispensable that:

(a) Inquiries should be instituted as to the condition of the housing question and the probable demand for houses.

(b) In all places where a shortage of houses is to be expected suitable cheap building land must be provided and opened up, and this must be facilitated by making available landed property belonging to the State.

(c) Building plans should be prepared for all the more important types of small dwellings, e. g., leasehold and freehold houses, houses for families of one, two, or more members, houses for large families, detached houses, houses in terraces, houses for colonies, houses with a garden and sheds, corresponding to the building usages in the various Federal States and Provinces. The building regulations for small and one-storied dwellings should, as far as may be possible, be freed from all conditions tending unnecessarily to increase their price, e. g., directions as to the breadth of streets, building materials, thickness of walls, height of rooms, staircases, precautions against fires, etc.

(d) In the lists of the men to be discharged first from the army at the end of the war, the employees and workmen necessary for erecting houses should be included.

The Position of State, Communal, and Municipal Authorities.

7. The communes or communal associations are to be regarded as competent bodies for carrying out and assisting the future provisions of dwellings. They are to expend the money provided by the Imperial Exchequer and individual States either on buildings of their own, or they are to have recourse to public benefit building societies, themselves providing a guaranty, or in case of necessity to private builders. Guaranties must be given that the money is expended for the public benefit by local by-laws or by entering in a register. The repayment of loans must be affected by a suitably arranged redemption mortgage.

In the large communes or communal associations housing boards are to be established.

In addition, efforts to encourage building are being made by the publication of orders relaxing the building regulations in various parts of the Empire. One order emanating from the Kriegsamtsamt (War Office), and is addressed to the 29 suboffices of that department. It permits the resumption of building operations during 1918, and by it "wherever a serious shortage of houses exists, and its removal appears urgent, building operations are to be warmly supported and building materials released." The order further provides that building operations on houses already begun may be continued.

With regard to the very important question of providing workmen, the order states: "The necessary labor for removing the shortage of housing accommodation will be provided by the Substitute and Labor Department. It is to be taken from 25 per cent of the labor in the building industry now available, and also from the ranks of those builders who are being slowly released from their employment on war buildings."

A second order was directed recently by the Prussian Minister of Agriculture and the Prussian Minister to the competent authorities, and provides that timber suitable for building purposes from Government forests may be sold on generous terms to the communes and public utility associations and companies for providing housing accommodation, especially emergency buildings, such as barracks, etc., on condition that its employment for this object is assured.

CANAL AND PORT WORKS FOR MILAN, ITALY.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

The draft of law regarding the port of Milan and the internal navigation system from Milan via Lodi to the River Po by a navigable canal and thence to Venice and the Adriatic has been approved by the Italian Government. It is intended to make Milan an inland port and to enable the bringing of goods by a waterway route direct from the Adriatic to the commercial centers of the Provinces of Venice and Lombardy.

Provision has been made in the law for the institution of an autonomous corporation to be called the Azienda portuaria di Milano per la costruzione e l'esercizio del porto di navigazione interna (Milan Port Construction Works). This corporation will have its seat in Milan and will be intrusted with the construction of the port, the eventual repair of the works and plant, the upkeep of the port, and the working of the same. The definite project for the port must be presented to the minister of public works by the especially appointed board within six months from the date of the publication of the law. The work will then have to be begun within six months from the date of the approval of the definite project for the port and terminated within 10 years. The wet dock must be completed in two years.

The undertaking will be financed by the State, the Province, and Commune of Milan, voluntary contributions, loans, taxes, etc. The State and the Province and Commune of Milan will contribute toward expenses 45,000,000 and 1,040,000 lire, respectively.

[An article on the proposed Milan-Venice canal was published in **COMMERCE REPORTS** for Sept. 15, 1917.]

USE OF KAPOK IN THE UNITED STATES.

[Prepared by Bureau of Census, Department of Commerce.]

Kapok is the name applied to the silky fiber found around the seed of the silk-cotton tree (*Eriodendron anfractuosum*). This tree is found in all tropical countries and is very abundant in Java, which furnishes a large part of the commercial supply.

The seeds of the silk-cotton tree are about the size of a pea and resemble the seed of the cotton plant, being similarly enveloped in a mass of silky fibers. These fibers are hollow in structure and in a mass have a buoyancy almost equal to that of cork. On account of their shortness and brittleness they can not be spun into thread. For transportation about 500 cubic feet of space are required for a ton of kapok, as packing tighter than this is detrimental to the fibers.

Kapok is imported into the United States in large quantities, principally from Java, and is used as filling for mattresses, pillows, cushions, and life preservers of various kinds, and as an upholstery material.

Stocks of Fiber Owned—Consumption During 1917.

The Census Bureau, at the request of the war boards, issued a questionnaire to ascertain the amount of kapok fiber owned by importers and dealers and by manufacturers in the United States, and to locate these stocks. The statistics of kapok compiled by the Census Bureau comprise the data furnished on 22 schedules returned by importers and dealers and 291 returned by manufacturers in the United States. These schedules were received at the Census Bureau during June.

The total stocks of kapok reported as owned May 1, 1918, by establishments in the United States were 10,133,499 pounds. Of this amount 2,845,017 pounds were on hand; 1,832,456 pounds in transit in the United States or Canada; 1,683,026 pounds in transportation on the high seas; and 3,773,000 pounds still abroad, principally in Java.

The consumption of kapok fiber in the United States amounted to 8,472,830 pounds in 1917, compared with 5,815,041 pounds in 1916, or an increase of 45.7 per cent. The consumption from January 1 to May 1, 1918, was reported as 2,648,890 pounds, and the estimated quantity required for the remaining eight months of 1918 was 8,743,765 pounds, or an anticipated increase of 34.5 per cent over 1917.

Of the kapok consumed in 1917, 5,022,370 pounds were used for making 309,007 mattresses; 1,777,378 pounds for pillows, cushions, and pads; 237,730 pounds for 206,900 life preservers of various kinds; and 1,435,352 pounds for various other articles.

Location of Establishments Using Kapok.

Manufacturing establishments located in New York, New Jersey, and Pennsylvania together reported 3,961,903 pounds, or 65.9 per cent of the whole amount owned by manufacturers on May 1, 1918. New Jersey reported by far the largest amount shown by any State. Of the New England States, Massachusetts reported the largest amount, 306,288 pounds. From the central section of the country 741,900 pounds were reported by Illinois and Ohio, most of it being owned in

Illinois. On the western coast, California manufacturers owned 664,710 pounds.

The quantities given as reported by the States mentioned above are stocks of 172 plants and amounted to 5,674,801 pounds, or 94.4 per cent of the entire quantity of kapok reported as owned by manufacturers in the United States.

Of the total pounds consumed between January 1 and May 1, 1918, these 172 establishments reported 2,362,910 pounds, or 89.2 per cent, while of the estimated consumption for the entire year 1918 they reported 10,612,172 pounds, or 93.1 per cent. This is a slightly larger proportion of the entire consumption than was reported by these States for the years 1917 and 1916, those being 90.5 per cent and 90.2 per cent, respectively.

Mattresses the Chief Product—Consumption by States.

These plants manufactured more of the fiber into mattresses than any other article. There were 285,419 mattresses weighing 4,392,642 pounds made, while 1,615,223 pounds were made into pillows, cushions, and pads, and 237,730 pounds into life preservers. All the kapok used for life preservers was reported by these States, the great majority of it being used by manufacturers in New Jersey.

Below is given, by States, the amount of kapok owned by manufacturers on May 1, 1918, and the consumption of the fiber for 1916, 1917, and the first five months of 1918, also the estimated consumption for the May-December period of 1918:

States.	Number of plants.	Stocks owned May 1, 1918. ^a	Consumption.			
			1916	1917	Jan. 1-May 1, 1918.	May 1-Dec. 31, 1918. ^b
		<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Massachusetts.....	30	306,288	1,221,517	1,557,357	525,715	1,606,342
New Jersey, New York, and Pennsylvania.....	83	3,961,903	2,040,905	3,463,656	954,475	4,701,886
Illinois.....	18	604,866	446,000	885,707	322,687	708,414
Ohio.....	24	137,034	691,633	728,464	160,324	350,200
California.....	17	664,710	861,093	1,011,010	399,709	882,440
Total.....	291	6,010,248	5,815,041	8,472,830	2,648,890	8,743,765

^a Includes stocks on hand, in transit, afloat, and abroad.

^b Estimated consumption.

^c Figures for these States combined in order to avoid disclosing the operation of individual establishments

FREE TURTLE FISHING IN PANAMAN WATERS.

[Consul General Alban G. Snyder, Panama City, July 18.]

The President of Panama, stating that it was his desire to facilitate in every way possible the securing of the prime necessities, now rendered difficult by war conditions and the embargo placed on food-stuffs by the United States, the chief source of supply for Panama, issued a decree on May 6 last permitting free turtle fishing in all waters of the Republic, provided previous permission be obtained from the respective local authorities.

According to recent official returns, the population of Italy is 36,631,491.

BRAZIL'S TRADE FOR FIRST THREE MONTHS OF 1918.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 16.]

The total value of the foreign trade of Brazil during the first three months of 1918 was approximately \$115,000,000, as compared with \$121,000,000 for the same period of 1917. The decline is attributable to the decrease in the value of exports, which amounted to but \$61,230,000 from January 1 to March 31 of this year, as compared with \$76,096,000 during the same period of 1917.

Coffee Shipments Show Heavy Decline.

The decrease in coffee shipments is especially perceptible. But 1,775,000 bags were shipped this year, as compared with 3,276,000 in 1914, 4,856,000 in 1915, 3,407,000 in 1916, and 2,962,000 in 1917. The total coffee values were reduced by almost 50 per cent as compared with those of 1917, which difference alone accounts for the decrease in exports of approximately \$15,000,000. The Central powers have been entirely shut off from their Brazilian source of supply to obtain coffee—an important consuming market made no longer available to Brazil—and shipments to the United States and other countries have been difficult due to the scarcity of tonnage to move the stocks on hand at Santos, Rio de Janeiro, Victoria, and in the interior.

The average price per bag of coffee of 60 kilos (132 pounds) during the first quarter of 1918 was 37 paper milreis, as compared with 46 milreis in 1917.

Meat Exports Show Activity.

Although the quantity of chilled beef exported during the first three months of 1918 fell slightly below that of 1917, the gradual rise of prices of cattle show a substantial increase in the total value received—from \$3,819,000 in 1917 to \$4,292,000 in 1918. The quantity for 1918 was 15,750 metric tons, a very good showing considering the fact that in 1914 the export trade in this important food product was nil, and that the trade only commenced to be established in 1915. The principal consumer of Brazilian chilled beef is Italy, and a large part of these transactions are being financed in England. The chief port of shipment is Santos.

Trade in Hides Suffers.

Due principally to the lack of bottoms, and because of the unfavorable conditions of the hide market in the United States, Brazilian shipments of hides declined from nearly 11,000 tons for the first three months of 1916 to but slightly more than 5,000 tons for the same period in 1918. In spite of the very great decrease in exports, the average value per ton was practically double that during 1914, and slightly higher than the average price during 1917. Recent communications from southern Brazil indicate that thousands of tons of hides are awaiting shipment, and that they are spoiling for want of carrying facilities. Owing to the difficulty of obtaining finished leather from foreign sources, Brazilian tanneries are increasing their production, and whereas until recently practically only sole leather was manufactured, domestic tanneries are now turning out leather for uppers for the shoe industry, for saddles, and other leather goods. The trade in skins, which is principally from the States of Bahia and Pernambuco and adjoining States, declined in about the same

proportion as that of the hide trade, but this is perhaps due more to the demand of local tanneries than to the lack of shipping facilities.

Manganese Stocks Permitted Normal Trade—Rubber Shipments.

Although the transport of manganese ore over the Central Railway was suspended in February, and has only been resumed very recently, the export during the first three months of 1918 amounted to 107,619 tons. The ability to maintain the exports to the figure mentioned was due to the stocks on hand at Rio de Janeiro when the Government railway, through lack of coal, was obliged to suspend its shipments of ore. New manganese deposits have recently been opened in the State of Bahia and these operations are being carried on very successfully.

The shipments of rubber, the chief product of the Amazon Valley, and the second most important product of Brazil, showed a serious decline, which were less than 50 per cent of the amount exported in 1917. The chief reason for the falling off in this trade is the lack of tonnage between Para and the United States.

Trade in Other Brazilian Products.

The exportation of Brazilian gold was entirely shut off by reason of an embargo. Practically all the cotton is consumed by domestic mills, and there is at present a great shortage, caused largely by the pink bollworm attacks on the crops in the north. Rice exports amounted to 3,136 tons, due to large purchases of the Allied Governments. Exports of cacao practically remained normal with nearly 11,000 tons shipped during the three months period. Mandioca flour reached the unprecedented figure of 9,832 tons.

Figures of Exports.

The quantity of the principal exports from Brazil during the first three months of 1918, compared with the corresponding period the preceding four years, follows:

Articles.	First three months of—				
	1914	1915	1916	1917	1918
Refrigerated meat..... metric ton.....		136	4,277	17,693	15,750
Hides.....	7,866	7,342	10,817	9,264	5,223
Skins.....	687	807	1,279	900	423
Jerked beef.....	4		457	560	75
Manganese.....	48,100	7,650	56,000	98,077	107,619
Gold..... kilos.....	913	1,033	1,192	1,069	
Cotton..... metric ton.....	13,395	1,926	13	1,938	1,057
Rice.....				2,256	3,136
Sugar.....	6,909	18,757	5,489	38,893	23,971
Potatoes.....				941	586
Rubber.....	12,478	11,395	10,603	12,614	6,135
Cacao.....	13,556	9,682	11,321	13,830	10,789
Coffee..... 1,000 bags.....	3,276	4,856	3,407	2,922	1,775
Carnauba wax..... metric ton.....	909	1,079	1,112	1,548	930
Mandioca flour.....	1,340	1,315	1,921	3,159	9,832
Beans.....		31	237	22,317	19,251
Table fruits.....	14,027	9,265	10,424	8,081	5,630
Oil-bearing fruit.....	14,812	3,136	4,725	13,898	651
Tobacco.....	6,284	3,694	3,673	3,022	4,332
Horns mate.....	13,702	16,613	22,766	12,969	21,922
Woods.....	2,832	1,253	18,302	14,082	26,007
Corn.....				4,268	6,164
Other articles.....	20,741	6,412	13,888	13,454	22,092

The value of the principal exports for the three months periods follows:

Articles.	First three months of—				
	1914	1915	1916	1917	1918
Refrigerated meat.....		\$19,000	\$764,000	\$3,819,000	\$4,292,000
Hides.....	\$2,472,000	2,431,000	4,204,000	4,078,000	2,681,000
Skins.....	802,000	752,000	1,167,000	1,596,000	617,000
Jerked beef.....			141,000	161,000	24,000
Manganese.....	346,000	53,000	641,000	2,111,000	3,425,000
Gold.....	481,000	645,000	626,000	564,000	
Cotton.....	3,983,000	475,000	4,000	1,109,000	934,000
Rice.....				234,000	482,000
Sugar.....	296,000	1,216,000	627,000	3,703,000	3,747,000
Potatoes.....				49,000	24,000
Rubber.....	14,358,000	10,676,000	12,667,000	14,813,000	5,538,000
Cacao.....	3,388,000	3,074,000	3,401,000	3,197,000	2,452,000
Coffee.....	44,209,000	45,290,000	31,845,000	32,644,000	17,972,000
Carnauba wax.....	587,000	438,000	646,000	744,000	1,163,000
Mandioca flour.....	56,000	39,000	68,000	214,000	1,177,000
Beans.....		4,000	10,000	1,936,000	2,428,000
Table fruits.....	1,176,000	491,000	725,000	545,000	320,000
Oil-bearing fruit.....	49,000	73,000	224,000	499,000	117,000
Tobacco.....	1,786,000	836,000	793,000	681,000	1,518,000
Herva mate.....	2,092,000	2,057,000	2,657,000	1,619,000	3,389,000
Woods.....	10,000	29,000	331,000	316,000	639,000
Corn.....				185,000	350,000
All other.....	1,168,000	615,000	1,066,000	1,279,000	7,935,000
Total.....	77,230,000	69,215,000	62,627,000	76,096,000	61,230,000

Imports Show Decrease in Quantity but Increase in Values.

The total quantity of imports amounted to 416,429 tons, which is considerably less than during either of the three preceding years and considerably less than 50 per cent of the tonnage during 1914. At the same time, owing to the increased cost price of merchandise of every description and the natural tendency to avoid the importation of bulky merchandise of a relatively low value in view of high freight rates, the total value of imports was greater than during any of the preceding three years.

The quantity (in metric tons) and values of imports during the first three months of the past five years follow:

Month.	1914	1915	1916	1917	1918
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
January.....	410,413	174,034	182,432	143,366	155,495
February.....	369,411	157,877	211,316	181,279	108,288
March.....	375,299	214,953	202,739	178,847	154,646
Total.....	1,155,123	546,864	610,478	503,492	416,429

Month.	1914	1915	1916	1917	1918
January.....	\$21,267,000	\$8,199,000	\$11,372,000	\$14,399,000	\$18,295,000
February.....	18,707,000	8,819,000	13,665,000	14,449,000	16,399,000
March.....	18,161,000	12,131,000	13,222,000	16,217,000	19,505,000
Total.....	60,135,000	29,149,000	38,259,000	45,145,000	54,109,000

PORTUGUESE BANK IN BRAZIL OPENS NEW BRANCH.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, July 1.]

The Banco Nacional Ultramarino, a Portuguese bank with head offices at Lisbon, having a branch in Rio de Janeiro, has just opened another branch at Campos, State of Rio de Janeiro, the center of one of the most important sugar-producing districts of Brazil. This additional branch was authorized by presidential decree No. 13033, of May 29, 1918.

THREE MONTHS' TRADE OF BRITISH SOUTH AFRICA.

There was an increase of about \$4,600,000 in the value of the imports of cotton manufactures into British South Africa during the first three months of 1918 compared with the corresponding period in 1917, according to the Monthly Trade Report of the National Bank of South Africa. Some of the other important imports show a decrease, while others show an increase. The value of the exports of British South African products (exports of minerals such as gold, copper, etc., not included) show a small increase—from \$31,066,782 for the first three months of 1917 to \$33,052,342 for the same period this year. The figures as given in the Monthly Trade Report are as follows, the value being in pounds sterling (£1=\$4.86):

Articles.	January-March, 1917.		January-March, 1918.	
	Quantity.	Value.	Quantity.	Value.
IMPORTS.				
Apparel and slops.....		£656,390		£576,850
Cotton manufactures.....		1,279,119		2,222,876
Articles of food and drink:				
Coffee, raw.....pounds..	10,424,065	202,611	17,676,759	303,288
Wheat.....do.....	46,472,164	222,905	29,010,307	162,968
Flour (or meal), wheaten.....do.....	26,011,061	186,930	6,102,089	47,789
Milk or cream, condensed.....do.....	2,515,404	70,987	1,184,420	41,009
Rice, including paddy.....do.....	19,835,966	103,401	30,073,032	170,246
Sugar.....do.....	3,048,351	27,738	10,670,931	67,838
Whisky.....gallons..	86,189	55,866	102,573	88,034
Tea.....pounds..	918,001	42,495	2,470,271	108,737
All other articles of food and drink.....		385,657		338,905
Furniture.....pounds..		81,532		99,590
Glycerin for manufacturing purposes.....pounds..	1,821,066	74,559	2,557,566	96,276
Haberdashery and millinery.....		233,050		261,414
Hardware and cutlery (fencing materials, tools, etc.).....		327,401		260,407
Agricultural implements.....		98,311		104,010
Iron and steel, manufactured, except machinery.....		326,516		383,985
Leather goods (boots, shoes, etc.).....		304,442		308,815
Machinery:				
Agricultural.....		13,351		13,805
Electrical.....		47,707		34,155
Mining.....		212,179		193,635
Other.....		745,430		209,191
Nitrates for manufacturing purposes.....pounds..	22,832,343	991,000	6,988,470	37,088
Oils.....gallons..	8,528,115	391,010	4,465,550	296,919
Railway material.....		20,196		16,173
Printed books.....		59,313		62,088
Motor cars, power lorries, motor bicycles, and parts.....		277,931		117,214
Wax, paraffine and stearine.....pounds..	9,636,075	136,773	2,929,795	61,635
Wood and timber.....		222,147		210,991
Woolen manufactures.....		228,084		242,493
All other merchandise.....		2,292,065		2,730,869
Total merchandise imported.....		8,920,270		9,869,373
Imports for South African Governments.....		341,535		262,911
Specie.....		477,287		280,515
Grand total imports.....		9,739,093		10,412,804
EXPORTS.				
Animals, living.....		13,720		28,763
Asbestos, raw.....pounds..	6,567,784	50,014	3,138,908	28,538
Bark and bark extract.....do.....	21,298,682	53,818	30,437,392	94,210
Blasting compounds.....do.....	2,061,002	131,952	1,781,822	76,841
Coal.....tons (2,000 pounds).....	125,298	70,632	311,677	246,735
Diamonds.....carats..	680,553	1,792,319	698,271	1,740,687
Ostrich feathers.....pounds..	68,227	55,946	11,917	9,508
Articles of food and drink.....		628,625		1,398,211
Hair, angora.....pounds..	1,254,451	88,421	419,424	27,469
Hides and skins.....do.....	9,763,550	596,603	9,037,097	473,107
Wool.....do.....	31,158,554	2,005,810	25,613,608	2,139,141
All other merchandise.....		805,882		539,574
Total South African produce.....		6,383,804		6,791,810
Imported goods reexported.....		750,781		772,778
Specie.....		16,147		6,125
Grand total exports.....		7,150,732		7,570,713

LABOR MARKET IN GERMANY.

[Consul General Albert Halstead, Stockholm, Sweden, July 5.]

The Swedish official publication called Social Reports, No. 5, quotes from a German publication a report on employment in Germany in March, of which the following abstract is given:

The sick-relief-funds accounts for employed members on April 1 show a decrease in men employed since March 1 of 6,126, or 0.1 per cent, as compared with an increase of 1.0 per cent during the same month in 1917, while women employees increased by 4,313, or 0.1 per cent, as compared with an increase of 1.3 per cent in March of the previous year. For all members the result was a decrease of 1,813, or less than 0.1 per cent. During March, 1917, the whole number of employed sick-relief-fund members increased by 1.2 per cent. It is stated that work done by war prisoners has not influenced the results.

Of 1,176,387 accounted members of 36 labor organizations at the end of March 10,206, or 0.9 per cent, were without work, compared with 0.8 per cent in the previous month, and 1.4, 2.2, 3.3, and 2.8 per cent in March, 1917, 1916, 1915, and 1914, respectively.

In March for every 100 vacant situations for men there were 56 applications received, as compared with 58 in February, 1918, and for women 85 applications for every 100 vacancies, as compared with 93 in February.

FISHERY PRODUCTS LANDED AT NEW ENGLAND PORTS DURING JUNE.

The Bureau of Fisheries has issued a statistical bulletin, No. 418, giving statistics of the quantity and value of fishery products landed at Boston and Gloucester, Mass., and Portland, Me., by American and Canadian fishing vessels in June, 1918. The fishing fleet landing fishery products at these ports during the month included 268 steam and sail vessels. These vessels landed at Boston, 224 trips, aggregating 8,726,872 pounds, valued at \$562,073; at Gloucester, 170 trips, aggregating 9,720,443 pounds, valued at \$463,831; and at Portland, 318 trips, aggregating 5,885,904 pounds, valued at \$147,579; a total of 712 trips, and 24,333,219 pounds of fresh and salted fish, having a value to the fishermen of \$1,173,483.

These receipts included nine trips landed by Canadian fishing vessels, three at Boston and six at Portland, aggregating 1,096,149 pounds, valued at \$36,467.

COCOA ACCUMULATION IN THE GOLD COAST.

[Consul W. J. Yerby, Dakar, Senegal, June 10.]

A journal published at Accra states that "over 15 large cargo boats would be required to convey to Europe or America the cocoa that has been plucked and is now lying in the stores of shippers. This even would give only a remote idea of the quantity of beans on hand. Probably it would be more accurate to say that 20 vessels should be chartered."

Imports of Coal into Brazil During May.

Vice Consul R. P. Momsen, of Rio de Janeiro, reports that the arrivals of coal at that port during May, 1918, amounted to 35,439 metric tons (metric ton=2,204.6 pounds), compared with 34,625 tons in 1917 and 56,314 tons in 1916. Of these total imports, 23,800 metric tons were supplied by the United States in 1918, 23,833 tons in 1917, and 38,969 tons in 1916. The remaining amounts were imported from Great Britain.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Acids.....	27300	27308	Leather goods.....	27305
Asbestos.....	27298		Medical supplies.....	27308
Benzine.....	27299		Mineral oils.....	27299
Boot and shoe findings.....	27306		Napthalene balls and crystals.....	27300
Cocoa.....	27299		Napthol.....	27300
Copper.....	27299		Pencils and pens.....	27302
Cotton.....	27299		Petroleum.....	27299
Drygoods.....	27304		Stationery.....	27302
Dyes, colors, and inks.....	27300		Steel.....	27298
Frozen salmon.....	27307		Sugar.....	27299
General merchandise.....	27303		Sulphate of ammonia.....	27301
Hosiery and underwear.....	27303		Sulphur.....	27300
Kitchen ware.....	27303		Textiles.....	27303
Lard.....	27299		Tobacco.....	27299
Leather.....	27299		Toys.....	27303

27298.*—An agency is desired by a man in France for the sale of steel and asbestos. Correspondence may be in English. References.

27299.*—A firm in Switzerland would like to secure an agency for the sale of tobacco, cocoa, sugar, cotton, petroleum, lard, mineral oils, leather, copper, and benzine. Cash will be paid. Correspondence may be in English. References.

27300.*—A company in Ceylon desires to purchase and secure an agency for the sale of naphthalene balls and crystals, phenol, carbolic acid, aniline dyes, indigo, acetic acid, direct colors, sulphur, aniline colors and products, oil colors, naphthol, inks, methylene blue, etc. If necessary payment will be made by confirmed credit port of shipment against ship's bill of lading. Correspondence may be in English. References.

27301.*—A man in Spain wishes to purchase outright and secure agencies for the sale of sulphate of ammonia. Correspondence should be in Spanish or French. References.

27302.*—An agency is desired by a firm in Italy for the sale of large quantities of lead pencils; copying pencils, steel pens, penholders, and general stationery. Catalogues and samples are desired direct from manufacturers. Credit will be opened through New York bank. Correspondence may be in English. References.

27303.*—A firm in South Africa desires to purchase and secure an agency for the sale of general merchandise, including toys, kitchen ware, and women's hosiery and underclothing. Payment will be made by letter of credit. References.

27304.*—An exclusive agency is desired by a man in Switzerland for the sale of textiles, cotton and woolen goods, and manufactured goods. Correspondence may be in English.

27305.*—A man in France would like to secure an agency for the sale of leather goods. Correspondence may be in English. Reference.

27306.*—An agency is desired by a man in Italy for the sale of boot and shoe findings of all kinds. Correspondence should be in French or Italian. References.

27307.*—A wholesale dealer in Spain wishes to purchase and secure an agency for the sale of frozen salmon preserved in tins. Payment will be made against shipping documents. Correspondence may be in English. Reference.

27308.*—A firm in Ceylon is in the market for acetic acid, citric acid, glycerin, caustic soda, and carbolic acid for medical purposes. Large quantities are desired. Payment will be made by confirmed credit port of shipment against ship's bill of lading, if necessary. Correspondence may be in English. References.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Printing press, No. 5361.—Sealed proposals will be received by the Superintendent, U. S. Coast Survey, 205 New Jersey Avenue, SE., Washington, D. C., until August 12, 1918, for furnishing materials and labor necessary, to construct and install a motor driven, rotary, self-feeding, offset press, with printing surface approximately 35 by 50 inches, equipped with extra set of grain rollers in addition to normal roller equipment (equal to Monitor) for 115 volt D. C. service, complete on press.

Lighthouse equipments, No. 5362.—Sealed proposals will be received by the Lighthouse Superintendent, 341 Post Office Building, Detroit, Mich., until August 27, 1918, for furnishing materials as follows: 24,000 linear feet piling for wharf at Detroit Lighthouse Depot; 81 tons reinforcing steel wharf at Detroit Lighthouse Depot; 2 oil engine driven air compressors for Harbor Beach fog signal; 2 oil or gasoline engine driven direct current 250 volt, 3½ kilowatt electric generating sets for Keweenaw Waterway Light Station.

Dishes, No. 5363.—Sealed proposals will be received at the Medical Supply, Depot, U. S. Army, Washington, D. C., until August 15, 1918, for furnishing and delivering 5,000 white enamel hand basins, 2,000 white enamel buckets, 15,000 white enamel cups, 6,000 vegetable dishes, 2,000 enamel funnels, 1,000 seamless enamel pitchers, and 10,000 meat platters. Circular No. 853.

Canal construction, No. 5364.—Sealed proposals will be received at the office of the U. S. Reclamation Service, El Paso, Tex., until October 1, 1918, for the construction of canals on the Rio Grande project, involving about 63,800 cubic yards of excavation.

Piping systems, No. 5365.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 19, 1918, for furnishing and installing piping systems for the distribution of high and low pressure hydrogen, oxygen, and acetylene for the structural shop and the foundry at the navy yard, Philadelphia, Pa. Specifications No. 3215.

Metal work and glass, No. 5366.—Sealed proposals will be received by the Commissioner of Lighthouses, Washington, D. C., until September 4, 1918, for furnishing and delivering, complete, all the metal work and glass, etc., for Point Borinquen Light Station, P. R.

Oil pipe line, No. 5367.—Sealed proposals will be received by the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 19, 1918, for furnishing and installing a fuel-oil pipe line, including the necessary valves, fittings and accessories, and an oil storage tank, at the U. S. Army Quartermaster's Terminal Piers, Bush Bluff, Norfolk, Va. Specifications No. 3246.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Irbornia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 849 Henry Building.
DAYTON: Greater Dayton Association.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
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No. 188

Washington, D. C., Monday, August 12

1918

CONTENTS.

	Page.		Page.
Additions to the export conservation list.....	561	High freight rates on Brazilian coffee for Italy.....	564
Applications for exportation of cotton-seed oil.....	561	Ontario sugar-beet laborers.....	565
British export embargo changes.....	561	Growth of Italian transportation companies.....	565
Changes in export conservation list.....	563	Crop conditions in Great Britain.....	566
Allotment of Taiwan camphor for United States.....	563	Exportation of canned beans.....	567
Uruguayan loan for construction of congress building.....	563	The sheep and wool industry of Queensland.....	568
Export of foodstuffs, etc., to British and French West Africa.....	564	Port project for Rome.....	575
		Foreign trade opportunities.....	576

ADDITIONS TO THE EXPORT CONSERVATION LIST.

The War Trade Board announces in a new ruling (W. T. B. R. 192), the addition of the following commodities to the export conservation list, effective August 10, 1918: Cevadilla, honey, and saba-dilla..

APPLICATIONS FOR EXPORTATION OF COTTONSEED OIL.

The War Trade Board announces in a new ruling (W. T. B. R. 194) that it will now consider applications for the exportation of cottonseed oil. Applicants should file their applications on Form X. Licenses issued under this ruling will expire on October 1, 1918. Inasmuch as applications for renewals of expired licenses issued under this ruling may not be granted, exporters should take every precaution to insure that the cottonseed oil is exported (see W. T. B. R. 152, June 29, 1918) prior to October 1, 1918.

BRITISH EXPORT EMBARGO CHANGES.

The American consul general at London has reported by cable of August 7 a number of changes in the British embargo list. The class of prohibition is indicated by the following symbols: (A) Prohibition to all destinations; (B) prohibition to all destinations except British possessions and protectorates; (C) to all Russian ports and to all European ports except those of the allied countries and Spain.

Items added to the list are as follows:

(A) Coke-oven carbon; pitch carbon; ammonia and its salts, simple or compound, and mixtures thereof; barium sulphate and mixtures thereof; synthetic indigo; sodium bicarbonate; grates and registers for heating and component parts; leather goods as follows: Military articles of personal equipment, bandollers, belts, laces, pouches; nicotine and compounds; vegetable tar.

(C) Acid-resisting apparatus and parts thereof made of quartz; natural indigo.

The following old items are removed from the list:

(A) Liquefied ammonia; ammonia liquor; ammonium alum and mixtures thereof; ammonium carbonate and mixtures thereof; ammonium chloride, including muriate of ammonia and sal ammoniac and mixtures containing

these substances; ammonium nitrate and mixtures thereof; ammonium perchlorate and mixtures thereof; ammonium sulphate and sulphocyanide; barium sulphate; natural and synthetic indigo; nickel ammonium sulphate and mixtures thereof.

(B) Ammonia and its salts, whether simple or compound, except such as are prohibited to all destinations; leather goods as follows: Military articles of personal equipment, bandoliers, belts, laces, pouches; vegetable tar.

(C) Sodium bicarbonate.

[British Board of Trade Journal, July 4.]

Export Embargoes of July 2.

An order in council of July 2 provides for the following amendments in and additions to the embargo list of May 10, 1917, as changed by later orders. The symbols used are those shown above and the headings added to the list are as follows:

(A) Binoculars and their component parts; bone black; materials and tools used in the manufacture of boots and shoes, viz, cutters, drivers, eyelets, groovers, and hooks; bristles; brooms and brushes; capsicum, including oleo-resin of capsicum; compasses (other than ships' compasses) and their component parts; diatomite or infusorial earth; field glasses and their component parts; fenugreek seed; guttering, cast iron, and cast-iron gutter fittings and connections; heliographs and their component parts; hollow ware, wrought, made wholly or partly from iron and steel sheet or plate, viz, bottles (empty), braziers, cans, measures, scoops, pails, pans, riddles, skips, troughs and trunks, cisterns and tanks, domestic utensils, fountains, hods, seed hoppers; horns, animal, and articles manufactured therefrom in which the total weight of horn exceeds 50 per cent of the total weight of the article; iron, oxides of, and mixtures containing iron oxides; nautical instruments and their component parts; cigarette paper; paraffin wax and mixtures and preparations thereof containing 20 per cent and upwards of paraffin wax, but not including waxed paper; pipes, cast iron, and cast-iron pipe fittings and connections; condiments (except table salt) not otherwise specifically prohibited; tea, including tea waste, sweepings, dust and fluff, whether denatured or not; radiators manufactured of cast-iron pipes; siennas, spices and mixtures thereof, not otherwise specifically prohibited; wood tar; telescopes and their component parts; theodolites and their component parts; tinplate and articles wholly or partly made therefrom (not otherwise specifically prohibited), viz, empty receptacles, empty bottles, cans, measures, pots, pans, tins and bowls, lamps, bakery, dairy, and domestic utensils, gas meters and component parts thereof; amber; vanillin, vanilla and vanilla pods.

(B) Paper and cardboard (including strawboard, pasteboard, millboard, and wood-pulp board) and manufactures of paper and cardboard, not otherwise specifically prohibited; tin, manufactures of, not otherwise specifically prohibited.

(C) Yerba Maté (Paraguayan tea).

The following headings are removed from the list:

(A) Binoculars; dandy brushes; toothbrushes; capsicum, oleo-resin of; compasses, other than ships' compasses; field glasses; heliographs; nautical instruments; paraffin wax; cast-iron pipes; tea; spices and mixtures thereof; telescopes; theodolites.

(B) Materials and tools used in the manufacture of boots and shoes, viz, cutters, drivers, eyelets, groovers, hooks; bristles; capsicum; fenugreek seed; wood tar; tin, manufactures of (except hollowware, tin plates, and receptacles made wholly or partly from tin plates).

(C) Bone black; brooms and brushes, not otherwise specifically prohibited; aloe juice; iron, oxides of; paper coated with gelatine; paper, Japanese tissue and similar cellulose paper, whether in the piece or roll or cut into shapes for domestic or other uses; condiments (except table salt) not otherwise prohibited; vanillin, vanilla and vanilla pods.

[Consolidated lists of British export and import prohibitions, corrected to June 10, have been published by the Bureau of Foreign and Domestic Commerce as Tariff Series No. 39, which is sold for 5 cents by the Superintendent of Documents, Washington, D. C., and by the district offices of the Bureau.]

CHANGES IN EXPORT CONSERVATION LIST.

The War Trade Board announces in a new ruling (W. T. B. R. 190) the addition of the following commodities to the export conservation list, effective August 12, 1918:

Chains, anchor.

Cloth, as follows: Press, made of human hair and all animal hairs.

Electrotypes (individual licenses not required to Canada and Newfoundland).

Hair, as follows: Horse, manufactures of; human, manufactures of; human, raw; press cloths made of human hair and all animal hairs.

Horse hair, manufactures of.

Human hair, as follows: Manufactures of raw.

Linen and articles manufactured therefrom, X-2.

Press cloths made of human hair and all animal hairs.

The modification to the export conservation list, as shown below, has been adopted, also effective August 12, 1918. Item listed in column 1 includes the new modification and should be substituted for the corresponding item in column 2:

Column 1.

[Effective August 12, 1918.]

Instruments, as follows: Surgical (individual licenses not required to Canada and Newfoundland when consigned to hospitals and Government officials).

Column 2

[Export conservation list, July 16, 1918.]

Instruments, surgical.

ALLOTMENT OF TAIWAN CAMPHOR FOR UNITED STATES.

[Consul Max D. Kirjasoff, Taihoku, Taiwan.]

The Monopoly Bureau of the Taiwan Government informs this office that the allotment of camphor for the three months of July, August, and September, 1918, would be 3,900 piculs for the celluloid manufacturers and 600 piculs for the camphor refiners of the United States (1 picul=133½ pounds). This is exactly the amount allotted for the past three months of April, May, and June, 1918, but in announcing the allotment this time the following conditions are specified:

1. No monthly allotment is specified, the amount of shipment during the three months to be at the seller's option.

2. The seller reserves the right to cancel all or part of the contract should production decrease through unexpected causes, or should tonnage be unavailable, or if import into the United States is restricted or prohibited.

3. If permission to import is necessary, shipment will be suspended until such permission is obtained.

Beginning with the July shipment, the selling price will be advanced 10 shillings per hundredweight—from 252 shillings to 262 shillings—owing to an increase in export charges.

URUGUAYAN LOAN FOR CONSTRUCTION OF CONGRESS BUILDING.

[Craig W. Wadsworth, chargé d'affaires ad interim, Montevideo, June 17.]

A law has been passed by the Uruguayan Congress and promulgated by the Executive Power authorizing the latter to issue an internal loan up to the amount of \$4,500,000 Uruguayan gold for completing the construction of the Congress Building at Montevideo.

EXPORT OF FOODSTUFFS, ETC., TO BRITISH AND FRENCH WEST AFRICA.

The War Trade Board, after consultation with the British and French Colonial Governments affected, announces in a new ruling (W. T. B. R. 188) that arrangements have been consummated, effective on and after September 1, 1918, whereby licenses will be issued for the exportation of a limited quantity of foodstuffs, fodders, and feeds to the following British and French West African colonies:

Gambia.
Gold Coast.
Nigeria.
Sierra Leone.
Togoland.

Dahomey.
Ivory Coast.
French Congo.
French Guinea.
Senegal.

Prospective importers in these colonies will be required to obtain the approval of the governors of their respective colonies for all orders for foodstuffs, fodders, and feeds.

Exporters in the United States, making application for export licenses for the shipment of foodstuffs, fodders, and feeds, will be required, on and after September 1, 1918, to attach Supplemental Information Sheet X-117 to the regular Application Form X, and state thereon that they hold a bona fide firm order, dated subsequent to July 1, 1918, from the consignee named in the application for the quantity of the commodity specified thereon, and that such order has been duly approved by the governor of the colony of destination named in the application.

No licenses to export the following foodstuffs to British and French West African colonies will be granted by the War Trade Board until September 1, 1918:

Wheat flour.
Canned beef.
Pickled beef.
Other beef.
Canned pork.

Pickled pork.
Oleomargarine.
Lard compound.
Cottonseed oil.
Sugar.

All applications now on file with the War Trade Board for licenses to export the commodities mentioned in the foregoing list will be canceled forthwith and applicants will be duly notified of such cancellation. New applications for such licenses should not be filed until September 1, 1918. Prior to September 1, 1918, applications for licenses to export commodities other than those mentioned in the list set out above may be filed as heretofore and the same will be considered without regard to the new procedure described above. On and after September 1, 1918, this procedure becomes operative with respect to all applications to export foodstuffs, fodders, and feeds to these colonies.

HIGH FREIGHT RATES ON BRAZILIAN COFFEE FOR ITALY.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, July 5.]

Freight rates from Brazilian to Italian ports have been rising to formerly unheard of figures. Recently the rate has been as high as 1,200 milreis per ton (approximately \$300), or more than double the rate charged up to but a short time ago. The freight on each bag of coffee of 60 kilos is therefore about 75 milreis (\$18.75 in American currency).

ONTARIO SUGAR-BEET LABORERS.

[Consul Felix S. S. Johnson, Kingston, Canada, July 22.]

On Ontario farms where sugar beets are grown are to be found four classes of labor, represented by Belgian beet workers, Mexicans, Canadian farmers, and Canadian school boys.

The Belgian beet worker is the most efficient; he has worked in the sugar-beet fields since he was a lad and is inured to the heavy task. His short-handled rake works incessantly blocking and thinning; as beets must be left in the ground every 8 inches, the remainder must be raked out to allow full growth to those that are still in the ground. At work the Belgian is a picturesque figure, with his blue overalls and cap, always stooping, his arms steadily and uninterruptedly swinging, raking, cutting, and brushing aside. Alongside him works his wife, and the daughters old enough to perform the task. Working so rapidly, the Belgian can block and thin an acre of sugar beets in a day.

The Mexican sugar-beet worker is a new type of labor in Canada; in fact, these men have never been employed at this kind of work anywhere before. The Dominion Sugar Beet Co. has about 23,000 acres of sugar beets under cultivation, and requires a large force of men and women to look after growth to produce 20,000 or 25,000 tons of sugar. Under these circumstances the company was permitted by the Canadian Government to import a number of Mexicans. The Mexican does not accomplish so much work as the Belgian; he can block and thin an average of only 2 or 3 acres a week. Their industry and enthusiasm seem to prove the assertion that the Mexican peon is a good worker when given proper working conditions and the right incentive to labor.

A series of 10 or 12 tents and a marquee are the quarters of the Canadian boys. These camps, which are about 5 or 6 miles apart, are the centers from which the boys go out to work in the beet fields. When they have completed their task in one particular section they move everything somewhere else. Boys working in the fields are generally supervised by the farmer who owns the land and is growing the beets for the company. The boys work in communities; they get so much per acre, and the proceeds of their labor is equally divided. They pick their own gangs.

The sugar company, discussing its experience with boys, states that it is considering the advisability of continuing to engage boys for work in the sugar-beet fields as a permanent policy. It is found that they do the work well, although naturally they are not so quick as the Belgians. It means much for the boys, who can earn as much as \$2.50 to \$3 a day.

GROWTH OF ITALIAN TRANSPORTATION COMPANIES.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

The number of Italian transportation companies, the railways excluded, increased from 181 on December 31, 1913, to 209 on December 31, 1917, while the paid-up capital of such companies increased from 336,639,000 lire to 792,799,000 lire in the same period. The average dividend in 1913 was 4.05 per cent and in 1917 4.40 per cent, and the average dividend of the navigation companies alone, which amounted to about 6.05 per cent in 1913, rose to 7.70 per cent in 1917.

CROP CONDITIONS IN GREAT BRITAIN.

[Consul General Robert P. Skinner, London, England, July 22.]

The Board of Agriculture and Fisheries in its report for June on agricultural conditions in England and Wales states that the weather was generally cold and dry, and the lack of moisture checked growth, particularly on light soils. Wheat promised to be the best of the cereal crops; it had made good progress and was coming well into ear. In some districts spring wheat had suffered from the drought. The yield in nearly all districts was expected to be over the average. Barley, for the most part, looked well but had suffered from the absence of rain, particularly on sandy soils, and was not expected to give an average yield. Oats were not so promising and had suffered from the drought and wireworm, and the yield is likely to be below average. Straw was generally short. Beans and peas were satisfactory and should give an average crop. The report continues:

Potatoes have come up well and are strong and healthy, though the growth has been retarded by the cold weather and the lack of rain. There is very little mention of disease, and the yield is expected to be about average.

Turnips and swedes have suffered from the dry weather and attacks of "fly." A good deal has had to be resown, and germination is backward in these areas. Mangolds have also suffered from the same causes, and the yield is likely to be substantially below the average.

The hay harvest is generally earlier than usual, and much has been secured under favorable circumstances and in good condition. The yield of seeds hay is likely to be about average, but that of meadow hay slightly under average.

Grass has been fairly plentiful, but pastures are now getting bare and rain is badly required. Stocks are in a healthy condition and for the most part doing well. In some districts the supply of milk is falling off.

The cold nights and lack of rain have retarded the growth of hops, and the bine is very backward. Attacks of aphids have been very prevalent, and washing has been general. The yield in Kent is only expected to be about three-quarters of a crop, and in the western counties but little more than half the average.

All classes of orchard fruit have done badly owing to early frosts and insect attacks, and in many districts the crops are failures. The yield of apples, plums, and pears is likely to be very small, but cherries promise a little better, although much below the average. The yield of small fruit of all kinds is also below average.

The supply of labor is generally deficient, but the shortage has to some extent been relieved by the employment of women, soldiers, and German prisoners, while the fine weather has enabled the hay harvest to be proceeded with rapidly.

Summarizing the returns, and expressing an average crop by 100, the condition of the crops on July 1 indicated probable yields per acre, which may be denoted by the following percentages: Wheat, 103; barley, 98; oats, 95; beans, 101; peas, 99; potatoes, 100; mangolds, 93; seeds hay, 99; meadow hay, 97; hops, 70.

[Consul Rufus Fleming, Edinburgh, July 11.]

Crop Prospects in Scotland.

In its report for June (issued July 9) the board of agriculture for Scotland says that the weather was abnormally dry during the first half of the month. While the drought had a serious effect on the turnip crop and on cereals growing on light land and on stiff clay, the cereals on medium soils do not appear to have suffered to any very great extent, while potatoes generally made good progress. The cutting of hay began early, and the crop is a light one. The weather suited wheat better than it did the spring-sown cereals, and the crop is quite satisfactory; on present appearances the yield is expected to be fully an average one. Barley generally grew well in the northern and northeastern counties, but in Perth and the Lothians its growth

was seriously checked by the drought. So far as it is possible to estimate the yield at present, the produce of the crop will be somewhat below the average. Oats almost everywhere present a varied appearance in accordance with the quality of the soil. The crop is generally healthy, but on poor land it is stunted, and everywhere it requires rain. As in the case of barley, its present condition points to a yield under the average. Potatoes are favorably reported on except in a few districts. Fly, frost, and drought have combined to make turnips and swedes the worst crop of the season. In the north-eastern and eastern counties they made little growth. Mangolds, on the other hand, are healthy and vigorous, and promise at present a fully average yield. The cutting of hay is well advanced. Clover is deficient almost everywhere. The estimates of the yield of hay vary considerably, but on the whole "seeds" hay will probably be deficient by 10 to 15 per cent, while meadow hay promises a somewhat better yield.

Condition of Live Stock.

The reports on grazing cattle are practically all to the effect that up to about the middle of June they thrived remarkably well, but that the exhaustion of the pastures was later beginning to tell on their condition. Much the same is true of dairy cows, which are beginning to fail in milk in a number of districts. Sheep on arable farms have done well on the whole, but they have suffered more than usual from maggots, and the lambs are not in such good bloom as is looked for at this time. Hill sheep have thriven particularly well, as the hill pastures have as yet suffered less from drought than the low ground. The lambs are making good progress, and the clip of wool is heavy.

EXPORTATION OF CANNED BEANS.

The War Trade Board announces in a new ruling (W. T. B. R. 187) that applications will now be considered for licenses to export canned beans which when packed had at least 17 per cent moisture content. The attention of canners is directed to the fact that it is necessary to secure special permission from the United States Food Administration to purchase such beans for the purpose of canning.

Applicants for licenses to export such canned beans should state on Application Form X, in answer to question No. 5, that the beans covered by the application were of at least 17 per cent moisture content when packed, and applicants should furthermore state on Supplemental Information Sheet Form X-1 that the packers of these beans have secured the permission of the United States Food Administration to purchase the beans for the purpose of canning.

Statistical Reports Prepared by Bureau.

Special statements have recently been compiled by the Division of Research, Bureau of Foreign and Domestic Commerce, on the imports of butter paper into New Zealand by countries of origin for the years 1913 to 1916; and on the imports and exports of stockings by Switzerland in 1913 and 1916.

THE SHEEP AND WOOL INDUSTRY OF QUEENSLAND.

[Consul Lucien N. Sullivan, Newcastle, Australia, June 6.]

The possibilities for the development of pastoral industries are greater in Queensland than in any other State of the Commonwealth of Australia. At the present time Queensland, with an area of 429,120,000 acres, or 670,500 square miles, is the largest cattle district and should in time be also the largest sheep district.

In the past there have been many very large holdings of territory controlled by syndicates or individuals. Some of these holdings comprised thousands of square miles of territory, but they are now being cut up into much smaller divisions, and the total number of sheep is much larger. Statistics show that in 1860, at which time the holdings were very large, there were only 3,166,802 sheep in the State, whereas in 1914 the number had increased to 23,129,919.

Queensland Capable of Maintaining Larger Flocks.

It has been estimated that 10 acres of land covered with natural grass will sustain one horse or one cow in normal times, and 5 acres of the same kind of land will maintain one sheep. These conditions, however, could be greatly improved; according to the statement of an expert in the matter of sheep raising, if planted grasses were grown on those parts of Queensland near the coast, and the areas stocked with small classes of British breeds and crossbreeds, the land would be capable of maintaining three sheep to 1 acre. There are many thousands of British breeds and crossbreeds now being raised in close proximity to the coast.

Farther inland, as for instance in the Darling Downs district, it has been demonstrated that when the holdings are divided into smaller areas the land will support one sheep to an acre. From these figures it is estimated that there should be a total of about 70,000,000 sheep in Queensland. The fact that there could be maintained many more sheep than there are now in the State is shown by the increase in the number of sheep from 20,289,633 in 1891 to more than 23,000,000 in 1914.

There are good years and bad ones in the State, just as there are in other parts of the world, but the bad seasons in Queensland usually do not last more than one or two years, and though the State suffers much loss in time of drought the recovery is very rapid.

It is noticeable that whereas there were in 1914 more than 23,000,000 sheep in the State there were only about 15,500,000 in 1916. This decrease was due largely to the heavy droughts in 1914-15 and to the great amount of frozen mutton shipped to Europe since the present war began.

Principal Cattle and Sheep Ranches.

While most of the cattle-raising holdings do not contain more than 10,000 to 60,000 acres, there are still some which contain thousands of square miles.

The Warenda ranch in central Queensland has an area of 5,000 square miles, and it is said to be the largest in the Commonwealth. There are on it to-day more than 100,000 sheep, but formerly it was only cattle-grazing territory.

Most of the grazing country is held on long leases from the Crown, but there is also a large amount of land occupied as freehold by wealthy companies.

Some of the larger sheep ranches in Queensland are as follows, the number of sheep on them being given for the year 1916: Wellshot (Ilfracombe district), central Queensland, 141,174 sheep; Milo (Adavale district), southwestern Queensland, 136,951 sheep; Darr River (Long Reach district), central Queensland, 127,000 sheep. There are 8 sheep ranches carrying more than 100,000 sheep each, 12 with more than 80,000, and there are many carrying from 40,000 down to a few thousand.

Market Prices During 1917 and 1918.

The figures given below are market prices at the beginning of 1918 for merino and British breeds of sheep for stocking purposes: Merino—Flock ewes, \$6.08 to \$7.30 per head; wethers, \$5.11 to \$7.30; lambs and hoggets, \$3.65 to \$4.87; flock rams, \$15.33 to \$25.55. British breeds—Flock ewes, from \$9.73; flock rams, from \$25.55. Stud rams range from \$102.20 to more than \$4,866.50. High prices are often paid for the merino strain.

Some of the high prices realized for sheep in the Brisbane fat stock market during 1917 were: Merino—Wethers, \$8.27 to \$14.11 per head; ewes, \$3.47 to \$10.34. Crossbreed—Wethers, \$8.52 to \$13.38; ewes, \$7.85 to \$11.03; lambs, \$7.36 to \$10.91. Quotations in the market changed considerably from month to month as far as high prices were concerned. The average price for fat sheep in the Brisbane market is from 10 to 11 cents per pound in addition to the value of the skins. Consequently sheep with full fleece or fleece partially grown bring much higher prices than those which have been shorn. As high as 18 cents per pound has been realized, but prior to the outbreak of war the average price was only about 8 cents per pound.

The following weights are the averages for fat sheep dressed: Merino—Wethers, 50 pounds; ewes, 40 pounds; hoggets, 35 pounds; and lambs, 32 pounds. Crossbreed—Wethers, 55 pounds; ewes, 45 pounds; hoggets, 40 pounds; and lambs, 35 pounds.

It has been stated by persons familiar with the butchering trade that the weights given above for fat stock are those considered most desirable, not only by butchers but also by the public. These weights, however, are not the high limit, as sheep considerably heavier are often sold in the local markets.

Shearing Done by Machinery.

When it is time for shearing, the flocks are gathered and driven to pens near the shearing sheds. The shearing is now done by machinery, either electrically or steam driven. Formerly it was done by hand, and the records made by some of the most expert shearers have not been exceeded by the machines. But the system of shearing by machinery is more efficient in general. It is on record that a number of the sheep shearers in the State have handled more than 200 sheep in one day.

One of the most up-to-date shearing sheds in the Commonwealth is that of the Isis Downs, in the Isisford district, central Queensland, where there are 50 shearing stands. The largest woolshed in the Commonwealth is the Tinnenburra, in the Cunnamulla district, southwestern Queensland. It has 100 stands. Other large sheds are Darr River Downs, Long Reach district, central Queensland; Wellshot, Ilfracombe district, central Queensland; Lorne and Northampton

Downs, Blackall district, central Queensland; Portland Downs, Isisford district, central Queensland; Warendra, Boulia district, northern Queensland; Oondooroo, Winton district, northern Queensland; and Milo, Adavale district, southwestern Queensland. At each one of the above-mentioned woolsheds more than 100,000 sheep are sheared during the season. Most of the shearing is done under contract.

The small grazers send their sheep to the woolsheds located on the large ranches which may be near to them. About 100 hands are employed on a large sheep ranch at shearing time. The shearing season lasts from January to December, but many sheep raisers prefer to have the clipping done in the spring or in the autumn. The early shearing is considered desirable in order to avoid an excessive amount of burr in the wool.

In earlier days sheep shearers traveled about the country on bicycles, but now motor cars, trucks, and motorcycles are in general use. Shearing pays very well, and shearers who are economical are often able to take up land of their own after a few years.

Fixed Wages for Employees at Woolsheds.

On June 28, 1917, the Arbitration Court of Australia fixed the following scale of wages for employees at woolsheds to be in force for the period of three years from that date: For shearing wethers, ewes, and lambs, \$7.30 per hundred; for shearing rams over 6 months old (except special stud rams) and ram stags, \$14.60 per hundred; and shearing stud ewes and their lambs (except special stud ewes), \$9.12 per hundred.

Shed hands are paid \$14.60 per week and found for adults, \$9.12 per week and found for boys 18 to 21 years of age, and \$7.30 per week and found for boys under 18.

Wool pressers receive from \$0.096 to \$0.2172 per hundredweight, or \$0.3131 to \$0.5504 per bale, depending on whether the work is done by power or by hand. It is all piecework. The prices are the same whether for greasy or scoured wool. For adult wool scourers the wages are \$14.60 per week and found; for boys between 18 and 21, \$9.12 per week and found; and for boys under 18 years of age, \$7.30 per week and found.

Cooks for the employees at the shed are paid a minimum wage of \$17.52 per week and found. This is during the shearing season, but cooks remaining on the ranch throughout the year are paid \$11.28 per week and found.

Boundary riders receive \$9.33 per week and found, or \$13.38 per week. These rates are provided for by the wages board. Wool classers receive pay on a basis of the number of sheep they handle. As a rule, the pay amounts to \$4.87 for the wool from 1,000 sheep.

Initial Cost of a Sheep Ranch.

In the interior part of Queensland a settler can take up a grazing farm of 20,000 acres on a capital of \$24,350. The initial cost of entering upon sheep raising on an area of 40,000 acres is stated by a settler in southwestern Queensland to be as follows:

First year's rent.....	\$811
One-fifth survey fee.....	58
Fencing 40 miles (half share).....	1,947
Excavated tank.....	292
Well.....	73

Hut and sheep yard.....	\$365
Temporary bough woolshed (with capacity for handling 20,000 sheep).....	97
Wool press.....	292
Dray.....	49
Two horses.....	195
Harness, tools, and sundries.....	195
Wages and rations for one man (per year).....	487
Maintenance of self and family (first year).....	487
Total.....	5,348

On this ranch it was not necessary to sink an artesian well, as it was crossed by two small streams. If it had been necessary to sink a well the total expense would have been about \$10,950, provided the water could have been obtained at a depth not exceeding 1,500 feet.

An estimate has been made of the initial cost of starting sheep raising on a 20,000 acre farm under conditions which prevailed prior to the outbreak of the war. This estimate does not apply to the present time on account of high prices of material.

First year's rent.....	\$811
One-fifth survey fee.....	83
Fencing 23 miles (less 7 miles contributed by adjoining selections), at \$146 per mile.....	2,326
Hut and sheep yard.....	365
Woolshed for five shearers.....	341
Wool press.....	146
Dray.....	73
Two horses.....	195
Harness, tools, and sundries.....	195
Wages and rations for one man (per year).....	487
Artesian bore (1,500 feet).....	10,950
Sundries.....	305
Total.....	16,287

On such a farm about 6,000 sheep could be taken care of, and it is estimated that with fairly good management, the returns would be \$12,166 profit after having deducted all expenses.

Wool Industry Taught—Pooling System for Small Lots of Wool.

At Brisbane there is a technical college in which students receive both theoretical and practical instruction in all details of the wool industry. The college is under control of the State, and instruction is given by experts. While the shearing season is on, bodies of students proceed to the large ranches in Queensland, where they receive practical instruction in classing, piece picking, and wool rolling. The tuition for the student is \$20.44 per quarter, but returned soldiers receive instruction free of charge.

At Warwick and Gatton in southern Queensland the Government Agricultural College carries on scientific sheep breeding. It is stated that much success has been obtained from the crossing of British breeds of rams with merino ewes.

With the idea of inducing agriculturists to take up sheep raising the Queensland Department of Agriculture and Stock will take wool in small consignments from farmers who are not able to keep more than 1,500 sheep. The farmers receive 60 per cent advance on the value of the wool as soon as it is classed and weighed, the remainder being paid when the wool has been sold. All charges made by the Agricultural Department, including rebaling, freight, classification, and other minor expenses, amount to about \$2.43 per bale. It is stated

that Queensland was the first wool-raising district to establish the pooling system for the wool produced by farmers on a small scale.

Artesian Wells Necessary in Inland Districts.

In inland districts it is generally necessary to sink artesian wells to secure water for stock, and there were in service up to the beginning of 1918 considerably more than 3,000 artesian wells in the State. These have an average depth of 1,000 feet. The one supposed to be the deepest is at Springleigh, in the Blackall district of central Queensland, and has a depth of 5,700 feet. A well located on the Manfred Downs is only 10 feet deep and has a flow of 2,000 gallons a day.

There are about 1,200 flowing wells in the State; the total amount of water from them is estimated at 430,342,000 gallons daily. The total cost of the wells has been estimated at \$18,127,700.

The following are the charges for boring only, in sinking an artesian well: For the first 1,000 feet, \$3.89 per foot; 1,000 to 1,500 feet, \$4.14; 1,500 to 2,000 feet, \$4.38; 2,000 to 2,500 feet, \$4.62; 2,500 to 3,000 feet, \$4.87. These prices, of course, depend largely upon means which can be secured for the sinking and transportation facilities for the material.

For the average sized farm which does not have an artesian well, water may be secured from some adjoining property on which there is a well. The usual charge is about \$243 per annum.

Government assistance is given to farmers and pastoralists in putting down artesian wells. As an example of the extent of this assistance, the following estimates are given: For sinking a well on a grazing area of 60,000 acres, \$9,733; and 20 miles of drains, at \$73 per mile, \$1,460; the whole amount being advanced by the Government and considered as a loan for a term not exceeding 30 years. The annual expense to the farmer on account of the loan is calculated at the rate of \$28.14 per £100 (\$486.65) interest and redemption per annum, or \$647.22. For maintenance approximately \$973 is required, making a total charge of about \$1,620 per annum. At the end of the period the well becomes the property of the farmer.

Popular Breeds Raised in Queensland.

The raising of merino sheep in Queensland is supposed to have begun between 1840 and 1845. Also at that period sheep of the Negretti (Spanish) and Rambouillet (French) strains and the Vermont strain from the United States were introduced into Queensland. The American blood was popular for a long time, but it is not at present. It is claimed that the American strain was unable to withstand the unfavorable conditions as well as the Australian merino.

Most of the wool exported from Queensland is the merino, and it is estimated that more than 95 per cent of the sheep in Queensland are merinos.

The British breeds of sheep raised in Queensland at the present time are the Lincoln, English Leicester, Border Leicester, Romney Marsh, Shropshire, Southdown, Suffolk, Dorset Horn, and Roscommon. The finest of these is usually conceded to be the Southdown.

Of the 15,500,000 or more sheep in Queensland in 1916, there were 4,903,500 in southern Queensland; 8,419,100 in central Queensland; and 2,201,700 in north Queensland. There were 9 sheep farmers who

had more than 100,000 sheep each, 43 with 50,000 to 100,000 each, 184 with 20,000 to 50,000 each, and so on down to flocks of between 1,000 and 2,000, of which there were more than 400 owners.

Total Wool Production of the State.

The total wool production of Queensland for 1916, was 102,220,125 pounds, valued at \$23,836,117. For the fiscal year 1916-17 the production was 275,141 bales, valued at \$30,966,293. The greatest production was for the calendar year 1914, the quantity being 155,478,740 pounds, valued at \$32,639,615.

The value of machinery in use on the sheep ranches was \$724,598 in 1916. In that year only 16,613,257 pounds, out of a total of 102,220,125 pounds, were scoured. A bale of greasy wool averages in weight 365 pounds, whereas 235 pounds is the average weight for a bale of scoured wool. In the fiscal year 1915-16 a bale of greasy wool averaged \$80.50 in value, but in 1916-17 the value rose to \$100.17. Before the present war greasy wool had a value of \$58.40 per bale and more.

It is stated that merino wool constitutes not less than 97 per cent of wool production in the State, the remaining 3 per cent being cross-breed and British breed.

The production and value of wool for the five calendar years preceding 1917 are given as follows:

Year.	Pounds.	Value.
1912.....	136, 878, 270	\$27, 062, 606
1913.....	151, 193, 114	30, 639, 484
1914.....	155, 478, 740	32, 639, 615
1915.....	130, 783, 277	24, 926, 213
1916.....	102, 220, 125	23, 836, 117

Wool Sales Held in Brisbane—High Prices Obtained.

Before 1898, most of the wool from Queensland was shipped to Sydney to be sold. Large shipments were also made to London. In October of that year the first wool sales were begun in Brisbane. During the 1915-16 season 245,376 bales were sold at the wool exchange of the Selling Brokers' Association in Brisbane. Generally there are eight sales held during the year. The wool is placed on exhibition by the brokers in their wool stores. Buyers attend these sales from all parts of the world.

Prices obtained for wool in the season preceding the war were \$0.2128 per pound for greasy and \$0.3852 per pound for scoured. The highest prices obtained were in 1915-16, being \$0.4409 per pound for greasy and \$0.9073 per pound for scoured wool. Prior to this season the highest price for which merino fleece was sold during the season of 1913-14 was \$0.3345 per pound for greasy and \$0.5677 per pound for scoured wool.

In addition to the large consignments shipped direct to London for sale in 1915-16 there were 22,889 bales sold in Sydney. Toward the end of 1916 the British Government took steps for purchasing all of the Australian clip of 1916-17 remaining unsold at an average price of \$0.3142 per pound on the basis of greasy wool. The decision became effective on November 23, 1916, and the Commonwealth Government agreed to act for the British Government in the matter of purchasing and shipping the wool.

Committees were appointed in each State for making the appraisements, the members of which consisted of wool experts and comprised two pastoralists, three wool brokers, one buyer, one manufacturer, and one scourer. The experts classify the wool into more than 300 grades. Ten per cent of the value of the appraisements is held back until the close of the wool season. A final distribution is then made, and the 10 per cent, which had been retained, together with any surplus in excess of the average price, is turned over to the producers.

The highest prices received up to 1918 were \$0.5677 per pound for greasy wool and \$0.9733 per pound for scoured. For the 1917 clip the best average price was \$0.3136 per pound for greasy and \$0.5787 per pound for scoured.

Wool-Scouring Establishments—Exports of Wool.

In Queensland there are 18 wool-scouring establishments, at which a total of 69,806 bales, or 16,613,257 pounds, were scoured, out of the total production of 102,220,125 pounds, in 1916.

The only mills in Queensland for manufacturing woollen goods are the two located in Ispwich, near Brisbane. Blankets, flannels, and suitings of very good quality are turned out.

The quantity and value of wool exported overseas since 1912 are shown in the following table:

Years.	Pounds.	Value.	Years.	Pounds.	Value.
Greasy wool:			Scoured wool:		
1912.....	74,239,496	\$11,651,081	1912.....	16,581,495	\$6,145,737
1913.....	97,229,443	17,961,611	1913.....	20,064,779	7,554,054
1914 (first half).....	30,358,018	6,491,904	1914 (first half).....	5,251,469	2,016,225
1914-15.....	78,201,793	11,881,927	1914-15.....	17,559,363	6,497,507
1915-16.....	52,630,768	12,221,161	1915-16.....	16,268,171	6,865,210
1916-17.....	51,903,001	16,462,362	1916-17.....	16,901,805	9,825,755

The State Government statistician publishes the average export prices of wool per pound as follows for the years enumerated:

Years.	Greasy wool.	Scoured wool.
1912.....	\$0.1967	\$0.3686
1913.....	.1960	.3737
1914.....	.2121	.3452
1915.....	.1899	.3609
1916.....	.2330	.4205

Exports of Pastoral Products—Trade in Mutton.

Following are the comparative values of pastoral produce exported overseas for the year 1915-16. It will be noted that wool constituted by far the leading item:

Wool.....	\$19,086,071
Live stock.....	494,197
Meat, all kinds, including extract.....	13,325,732
Tallow.....	782,830
Hides and skins.....	1,185,386
All other pastoral products.....	205,487
Total.....	35,079,703

The mutton trade is a very important branch of the sheep industry. During the year 1916 there were 886,617 sheep and 23,498 lambs

slaughtered. About 50 per cent of these were killed in the meat works in the State and the others slaughtered at the farms. The average weight dressed of sheep was 43 pounds and that of lambs was 36 pounds. The consumption per capita of mutton in Queensland in 1916 was 29.50 pounds and 1.06 pounds of lamb.

The value of the product of the meat works was about \$9,733,000. Of the meat works in Queensland 15 give special attention to the mutton trade.

The Federal Government as well as that of the State supervises the slaughtering trade, and all animals are subject to inspection before being killed. It is not permitted to slaughter any diseased animal. The Government maintains a full staff of qualified inspectors.

American Purchases of Wool.

During the calendar year 1917, 11,672 bales of wool, valued at \$2,359,144, were exported to the United States, as against 8,408 bales, valued at \$802,552, in 1916.

The latest shipment of wool to the United States, shipped from Brisbane on March 16, 1918, consisted of 8,175 bales of wool, valued at \$1,751,000. A vessel is being loaded at Brisbane with 9,620 bales of greasy wool and 425 bales of scoured wool for the United States.

PORT PROJECT FOR ROME.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

A convention has been signed by representatives of the Italian Government and by credited delegates of the city and Province of Rome for constructing a port at Ostia Nuova, which when completed and connected with the Tiber by means of a navigable canal will give harbor facilities to the city of Rome and thereby satisfy an old ambition of the capital. The first group of works to be constructed will cost about 47,000,000 lire, which is to be advanced by the Commune, the State reimbursing, according to the convention, 50 per cent, and the Province 10 per cent of the expenses. The port will allow on completion an annual movement of 1,000,000 tons.

Purchasers Desired For Mexican Agave Fiber

Consul Francis R. Stewart, of Vera Cruz, has transmitted the name of an exporter who desires to get in touch with persons interested in the fiber known in Mexico as pita de Oaxaca. The name of the exporter may be obtained and samples of the fiber may be examined at the Bureau of Foreign and Domestic Commerce or its district offices by referring to file No. 102774.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Colonial products-----	27309	Machinery-----	27309
Cotton, raw-----	27317	Medical goods-----	27309
Drugs and chemicals-----	27309	Oil seeds-----	27309
Dyeing materials-----	27310, 27311	Oils-----	27309
Dynos and motors-----	27314	Pens-----	27316
Feedstuffs-----	27309	Raw materials-----	27309
Fertilizers-----	27309	Rubber goods-----	27316
Hides and skins-----	27418	Saw blades-----	27312
Hosiery-----	27316	Textiles and manufactures-----	27312
Leather-----	27418	Yarns-----	27314

27309.†—Supplementing foreign-trade opportunity No. 26774, a Belgian temporarily in the Netherlands, desires to secure an agency for the sale of fertilizers, feedstuffs, medical goods, drugs and chemicals, oils, oil seeds, machinery, raw materials of different kinds, and colonial products in Belgium, Holland, and northern France. Only agencies are desired.

27310.*—An agency is desired by a man in Italy for the sale of all kinds of dyeing materials for skins and fabrics of all kinds. Correspondence should be in French or Italian. References.

27311.*—A man in Spain would like to secure an agency for the sale of powdered colors for dyeing all kinds of silk, wool, and cotton textiles. Correspondence should be in Spanish.

27312.*—A man in Switzerland wishes to secure an agency for the sale of textiles, woolen and cotton goods, and manufactures thereof. Quotations may be made f. o. b. New York. Correspondence may be in English, but French is preferred. References.

27313.*—Quotations are desired by a man in Spain on steel saw blades from 4 to 7 millimeters wide, with a view to making outright purchases. Correspondence may be in English. Reference.

27314.*—A company in England is in the market for direct current, shunt wound, second-hand motors and dynamos, as follows: One 1-horsepower 220-volt, one 2-horsepower 220-volt, one 2½ horsepower 220-volt, one 5-horsepower 440-volt, one 7½-horsepower 440-volt, one 10-horsepower 440-volt, one 15-horsepower 440-volt, and one 10-kilowatt dynamo 220-volts complete with slide rails and rheostat. All the above motors to be complete with slide rails, pulleys, and starters. Quotations should be made f. o. b. New York or other United States port. Payment will be made by letter of credit. Reference.

27315.*—A wholesale dealer in France desires to purchase cotton yards, Jumelle combed, for hat manufacturing, No. 45 English size, in spindles of 12,000 yards. Correspondence should be in French. Reference.

27316.*—A man in Switzerland wishes to buy rubber teats, pens, woolen and cotton stockings, and rubber balls. Payment will be made by cash or against documents, through banks. Correspondence may be in English. Reference.

27317.*—An agency is desired by a man in Spain for the sale of raw cotton. Correspondence may be in English. References.

27418.*—A man in Italy would like to secure an agency for northern Italy for the sale of tanned calfskins, cowhides, colored and black, and all kinds of treated leather. Correspondence should be in French or Italian. References.

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No. 189

Washington, D. C., Tuesday, August 13

1918

CONTENTS.

	Page.		Page.
Special export license for personal baggage.....	577	Cultivation of American cotton in China.....	585
Plan for the rebuilding of Saloniki.....	578	Market for cocoa and chocolate making machinery.....	585
Italian decree concerning sugar beets.....	578	Development of the British toy industry.....	586
Brazil's 5 per cent tax on corporations.....	579	Bureau of Standards to test watches for public.....	588
New wholesale price of sugar in New Zealand.....	579	Purchase of New Zealand supplies by British Government.....	589
Guilds for industrial research in Canada.....	580	Uses of Australian spotted gum.....	589
Exportation of linseed oil cake and meal to Canada.....	581	Trade conditions in Straits Settlements.....	590
Tanning industry in Saloniki district.....	581	Banking conditions in New Zealand.....	591
Organization of new trading company in Denmark.....	581	Fish landed at Seattle in June.....	591
Modern timber methods for Burma.....	582	First ferro-concrete ship built in Great Britain.....	592
German typewriters in Sweden.....	583	British restrictions on use of sweetmeat boxes.....	592
Woman named private secretary to Cabinet officer.....	583		
Venezuelan coffee market.....	584		

SPECIAL EXPORT LICENSE FOR PERSONAL BAGGAGE.

The War Trade Board announces, in a new ruling (W. T. B. R., 195) that special export license RAC-49, which had previously been issued to the customs service, was revised on August 5.

Collectors of customs are now authorized under license number RAC-49 to permit the exportation without individual export license of personal baggage accompanying a passenger, provided such baggage contains only articles which are necessary and proper for the personal use of the passenger upon his journey. Collectors of customs are also authorized, under this license, to permit the exportation of samples of conserved and nonconserved commodities of no commercial value, to be used in connection with the solicitation of commercial orders.

Personal baggage, under this license, is construed to include only articles of clothing or adornment, souvenirs, and also other articles of small value intended to be used by the passenger upon his proposed journey. License number RAC-49 does not authorize the exportation of firearms, code books, phonographic records, or moving picture or camera films. This license also does not authorize anything forbidden by subsection "C" of section 3 of the Trading with the Enemy Act, which forbids any form of communication intended for, or to be delivered to, any enemy or ally of an enemy being taken into or out of the United States without a license.

Passengers are advised that if they desire to take with them from the United States any articles which can not be construed to be covered by license number RAC-49, it is necessary for them to obtain individual export licenses for the same. Applications for such licenses should be made in accordance with the rules and regulations of the War Trade Board, and may be sent to the Washington office of that organization or to any branch office thereof.

PLAN FOR THE REBUILDING OF SALONIKI.

[Consul General George Horton, Saloniki, Greece, July 13.]

On July 11, 1918, the principal military authorities, the consular corps, and others were invited to the Government Building by the Greek Governor General of Macedonia to examine the plans for the rebuilding of Saloniki, which have been prepared by various French architects. A lecture in French was given, and the plans, which were hung on the walls, were explained.

The burned area is about 1,100,000 square meters in extent, and, besides banks, warehouses, hotels, and office buildings, was covered with the residences of about 60,000 people. Only the blackened walls were left standing, and in many cases these have fallen.

If the city is to be rebuilt on the new proposed plan, which includes the making of new streets, it will be necessary for the Government to obtain possession of the burned tract by expropriation and to resell it to possible purchasers. A new and abundant water-supply system, sewers, electric installations, etc., must be arranged for. The question of capitalizing this big venture must also be taken into consideration. If the work is seriously started there will be a great demand for all kinds of building and other materials, and doubtless foreign companies and business houses will be called upon to make bids. The old Byzantine monuments of the city, such as churches, etc., some of which are of great historical interest and which are especially marked on the plan, will be left intact and measures taken for their preservation.

The plan includes the building of a university and other seats of learning, recreation parks, and a long walk and drive on the sea front.

Copies of the plan are not obtainable at present, but as soon as one is obtained I shall forward it, with an explanatory dispatch. On account of the present difficulties of transportation and the lack of materials and labor it does not seem possible to begin operations until the conclusion of the war.

[Reports on the proposed rebuilding of the area destroyed by fire in August, 1917, were published in COMMERCE REPORTS for Nov. 2 and Dec. 7, 1917.]

ITALIAN DECREE CONCERNING SUGAR BEETS.

[Consul General David F. Wilber, Genoa, July 19.]

The *Gazzetta Ufficiale* of July 6, 1918, contains a decree prohibiting the use of sugar beets for industrial purposes other than for the production of sugar. It is also prohibited to use pulp and juice derived from sugar beets for any other purpose than the production of sugar.

The molasses derived from the working of beets may be used for distillation only if of less than 63 quota of purity, with exception of the amounts assigned for the preparation of sweetened forage or other alimentary needs.

The maximum quantity of molasses that may be destined for distillation, added to that assigned for alimentary needs, can not exceed for each sugar factory 4 per cent of the weight of the beets worked.

BRAZIL'S FIVE PER CENT TAX ON CORPORATIONS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 20.]

The President of Brazil issued a decree on June 5, 1918, providing for a 5 per cent tax on dividends of banks, corporations, and companies whose capital has been constituted by shares issued in Brazil. The tax must be paid within 30 days after dividends are declared, and no distribution of profits will be made until the tax requirements are satisfied. Announcements will appear in the *Diario Oficial* as well as in the organs of the State or municipal governments, of the declaration of dividends and the exact amount of taxes due on them.

The Government offices in charge of the collection of these taxes must keep a record of the organizations that pay dividends, showing the number and value of shares and rates of interest. Firms failing to pay the tax within the period specified will be subject to a fine of 1 per cent of the tax. Companies failing to make a report on dividends will be subject to fine, which will not, however, relieve them from any other penalties.

This decree, which goes into effect July 1, 1918, was authorized by a law of December 31, 1917, and it has been the subject of much concern among foreign corporations operating in Brazil. It would appear, although on this point there may be differences of opinion, that only such corporations as issue stock in Brazil are subject to the tax. American corporations whose stock is issued in the United States perhaps would not be liable unless they should issue bonds in Brazil and place them on the Brazilian market. Corporations comprised of American stockholders if incorporated in Brazil in accordance with Brazilian law are clearly subject to the tax. The term "company" as mentioned in the law is rather vague. Simple partnerships are apparently not intended to fall within the law, but limited partnerships issuing shares, known here as "*Sociedades em Commandita por Accoes*," would probably be subject to tax. Questions regarding the application of the tax will doubtless have to be decided by the proper judicial authorities as disputes arise over the enforcement of the law.

NEW WHOLESALE PRICE OF SUGAR IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 8.]

A new agreement has been entered into between the New Zealand Government and the Colonial Sugar Refining Co., of Auckland, by which the wholesale price of sugar for the next year is fixed at \$109.49 per ton (2,240 pounds), as compared with \$107.06 for the past year.

At the outbreak of the war the Colonial Sugar Refining Co. was selling sugar at wholesale at \$73 per ton; which rose to \$97.33 per ton at the close of 1914; to \$102.20 on July 1, 1915; and on July 2, 1917, to \$107.06. This is for the best cane sugar; and the arrangements made by the New Zealand Government have been estimated to have saved the New Zealand consumers, during the past year, about \$1,946,600, and seems to have given entire satisfaction. The best granulated sugar at present is retailing in this city at 6 cents per pound.

GUILDS FOR INDUSTRIAL RESEARCH IN CANADA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22 and 29.]

Industrial research for any one industry is very expensive and, unless the organization concerned be possessed of large capital, it is highly improbable that individually it can finance the scientific research necessary for the continuation and expansion of its business. Even in the United States, the home of the large corporation, there is only a comparatively small number of such companies who support private research laboratories, though the ones that do so have been able, by the magnitude of their capital, to secure very important results. An alternative method of gaining the advantages of the results of scientific research is in amalgamations or guilds of allied industries. These guilds could be formed if a group of companies engaged on the same or similar industrial processes would constitute themselves a guild, which, either independently or with some measure of Government assistance, would establish and support a research laboratory, to be used in those industrial investigations connected directly with their own special processes and products. Therefore the Research Council believes it wise to recommend the establishment at as early a date as possible of Canadian industrial research guilds or associations. They will be formed by firms in a particular line of industry and will periodically survey the conditions obtaining therein. As a result of this they can then determine the problems requiring investigation and commence the necessary research. Each firm included in a guild will pay its share of the necessary expenses, and if this be not sufficient, assistance may be given by the Government either in the form of a grant or free laboratory space.

The first duty of any such guild would be to make a careful survey of the existing conditions in the particular line of industry in which the guild is formed. As a result of this survey, the executive or governing committee would be able to determine the problems awaiting solution, as for example, what processes are too costly, what short-cut methods might be used if only the necessary scientific data were available, etc., etc. The research investigators of the guild would then be in a position to start work immediately.

At this juncture it may be asked, "What are the advantages that accrue to any given firm joining such a guild?" The first great benefit will be, of course, that the results of all research work undertaken by the guild will be immediately available to each and every member. There are, however, other privileges and advantages which may be suggested: (1) The right to recommend specific problems for research, and, if these problems are approved by the committee of management, the right to have this research carried out without cost to the firm suggesting it; (2) the right to a periodical service of information for the purpose of keeping in touch with all technical developments of the particular industry in question, even perhaps to the extent of receiving copies of all articles, translated, if necessary, from foreign languages, bearing on any given related subject. This would cover, also, the answers to technical questions that a firm may propose, not involving any special research; (3) the right to use patented or secret processes which may result from the researches undertaken by or at the expense of the guild; (4) other rights or

privileges which may be stipulated or guaranteed, depending on the special nature of the industry from which the guild is formed.

In addition, it might be pointed out that firms who do not join the guild would naturally not be in a position to compete with those who do, especially in those cases in which great economy has been effected by improved processes. All information of this nature would, of course, be denied them.

There are a number of trade associations in Canada which, with a little variation in their constitution, might be formed into research guilds, provided they are willing to do so. Among these may be mentioned the Tanners' Association, the Paint and Varnish Association, the Textile Association, the Pulp and Paper Association, and the Trade Products Association.

EXPORTATION OF LINSEED OIL CAKE AND MEAL TO CANADA.

The War Trade Board, after consultation with the United States Food Administration and the Canada Food Board, announces in a new ruling (W. T. B. R. 189) that applications for licenses to export linseed oil cake or linseed oil meal to Canada will now be considered, when presented as follows:

Every application for an export license must have attached thereto a Canadian import permit, issued to the consignee by the Canada Food Board, Ottawa, for the importation of the quantity mentioned in the application for an export license.

Exporters, therefore, should obtain such Canadian import permits from their Canadian customers before making application to the United States War Trade Board for an export license.

TANNING INDUSTRY IN SALONIKI DISTRICT.

[Consul General George Horton, Saloniki, Greece, July 12.]

Before the war the tanneries of Saloniki consumed annually about 75,000 hides and skins, of which about 45,000 were cowhides and 15,000 sheepskins. Two firms import most of their tanning extracts from France, to the amount of 300 tons yearly. The other tanneries utilize barks, mostly pine and valona from Greece and walnut from France.

There is also a group of tanneries, mostly small, at the village of Kozani, in the southwestern part of Macedonia, and about 60 miles distant from the nearest railway station. The number of tanneries at this busy village is about 25, and they consume between 50,000 and 60,000 skins annually.

ORGANIZATION OF NEW TRADING COMPANY IN DENMARK.

[Consul B. L. Agerton, Copenhagen.]

A new trading company has been organized at Nakskov, Denmark, under the name of A/S Nakskov Handelskompagni, with a capital stock of \$270,000. The company proposes to engage in a general export and import business, with a view especially to trade after the war. According to its published statement, it has close connection with the East Asiatic Co.

MODERN TIMBER METHODS FOR BURMA.

[Abstract of article in *Canada Lumberman and Woodworker*, July 15.]

Mr. F. A. Leete, Conservator of Forests for India, stationed in Lower Burma, has been sent to America by the British Government to study logging and milling methods, and has spent three months in the United States and western Canada. He states that in India most of the forest is mixed hardwoods, but that up the slopes of the Himalayas, at elevations of 6,000 to 12,000 feet, softwoods grow in abundance. Mr. Leete sees great possibilities for the lumber industry in India, and mentioned especially the opening for Canadian and American sawmills and logging tools in Burma.

Production and Manufacture of Lumber in Burma.

With regard to conditions in Burma Mr. Leete said, in substance:

About 55 per cent of the area of British Burma, estimated at 225,000 square miles, is wooded, and teak comprises about 5 per cent of the total stand. This timber frequently attains a diameter of 4 feet with a clear bole of 60 feet, and one teak tree to the acre represents a fair stand. Trees 3 feet in diameter, with 50-foot boles, producing 2½ tons per tree, are the rule in the concessions. One ton is the equivalent of 1,000 feet board measure. Teak in its natural state attains a diameter of 30 inches in 150 years; where the trees are planted and given care they may be expected to reach this diameter in 90 years. The age of the larger teak trees varies from 500 to 1,000 years. Next to teak, the most important tree in Burma is pyingado, an extremely hard wood that makes excellent railway ties and is a good structural timber. It is commonly associated with teak and grows to even greater dimensions.

The production of lumber in Burma in 1900-10 was 104,000 tons of teak and 100,000 tons of mixed woods; in 1917 the total was probably 300,000 tons. The principal lumber centers are Rangoon, Mandalay, and Moulmein. The Rangoon sawmills employ about 10,000 men. Labor, of course, is cheap. There are no big band saws, and virtually all the breaking down of logs is done on plain rack benches with circular saws 54 to 84 inches in diameter, the logs being held in position with wooden wedges. Inserted teeth are not much used. The cutting of boards or planks to a given thickness is done by chalking the table at both ends and levering the logs into line. There are no up-to-date edgers or gangs of swing cut-off saws such as are seen in almost every big sawmill in America. Vertical frame saws are used in some of the larger mills. After the lumber leaves the long bench most of the work is done on small hand or rope feed benches with circular saws of 3 feet or less.

Teak Logging Methods and Prices.

Lessees pay royalty at so much per ton of 50 cubic feet on the teak logs extracted by them from the Government forests. The logs are graded as full-sized, undersized, or refuse. The rates vary in different forests and average 25 to 30 rupees for full-sized logs and 10 to 15 rupees for the other grades. (Three rupees are about equal to an American dollar.) All trees are selected, marked, and girdled by the Forest Department before the lessee is allowed to operate. It is necessary to girdle the trees three years before cutting to insure floating. The lessee pays for the timber on the basis of the cubical contents at a measuring station, usually at a rafting station or on the edge of the forest.

Teak has its habitat in rugged territory, as a rule growing on ridges. No trees are felled more than 3 feet from the ground, and the trees are thrown uphill, whenever possible, when felled. The logs are yarded by elephants, 1 ton for each elephant being a fair load. The average drag is about 1½ miles and 100 logs per elephant per season is a fair average.

Small streams carry the logs singly to the larger rivers, where they are rafted for delivery to the mills. Driving can be done only in the rainy season, covering a period of six or seven months. The success of a teak operation is dependent in large measure upon the driving streams traversing a concession. A driving stream that will permit the logs to come out the same year they are put in is considered first class. Three or four years are often required to bring the logs to the main rivers. The improvement of the Burmese rivers has

been given much attention and many plans have been evolved for increasing the usefulness of the waterways.

The Forest Service of Burma also carries on logging operations on its own account. The logs are delivered at Rangoon and sold at monthly sales. They help to keep the small sawmills supplied.

In 1914, before the war, the smaller and inferior round teak logs sold at \$30 per 1,000 feet and the larger sizes and decking grades at \$130 per 1,000 feet. The prices of sawn timber at the mill were double these amounts.

Market for Logging Engines.

Mr. Leete did not care to discuss the possibility of extended use of skidders in Burma, but he said he was on the lookout for a smaller and more portable type of machine capable of hauling logs up to 3 tons in weight. An oil engine would be preferable, as water is a difficulty and oil is cheap. The one thing to be desired is that the machine should be readily taken to pieces and easily put together. For transport from place to place no part should exceed 1,000 pounds in weight, and an even smaller limit would be better. Such a machine would soon be taken up in Burma, because of the increase in the price of elephants.

GERMAN TYPEWRITERS IN SWEDEN.

[Consul General Albert Halstead, Stockholm, Sweden, July 11.]

For some time previous to the war German manufacturers were increasing their output of typewriters, and by prices and trade terms were endeavoring to compete with American machines, which had a deserved reputation in Germany and Austria-Hungary. The scarcity of typewriters in Sweden and Scandinavia generally, due to the American embargo, offered an opportunity for the German typewriter manufacturers to enter the market on better terms than before. As a result considerable quantities of the Adler, Mercedes, Erica, Continental, and Imperial typewriters have been introduced into Scandinavia, especially in Sweden. There would seem to be some ground for consideration of this situation by American typewriter makers, although the superior quality of the American machines and their skillful salesmanship are most valuable assets.

In the latter part of 1917 a Swedish firm with a capital of \$402,800 was organized to manufacture typewriters to meet Scandinavia's demands and in the hope of successful entry into foreign markets. Despite the output from this company and the German typewriters on the market the present demand is reported greater than the supply. The new Swedish firm has planned to manufacture 500 machines per month and to open branch offices throughout Scandinavia.

WOMAN NAMED PRIVATE SECRETARY TO CABINET OFFICER.

Secretary of Commerce William C. Redfield announces the appointment of Mrs. Agathe O. Stewart as private secretary to the Secretary of Commerce, succeeding Mr. U. Grant Smith, who formerly held that position.

It is believed that Mrs. Stewart is the only woman that has ever held the position of private secretary to a Cabinet officer. Mrs. Stewart is from Port Richmond, Staten Island, N. Y., and has been Secretary Redfield's confidential clerk since his entrance into the Cabinet, March 4, 1913. Mrs. Stewart, in addition to being an expert stenographer, possesses a wide knowledge of governmental matters.

VENEZUELAN COFFEE MARKET.

[Consul Frank Anderson Henry, Puerto Cabello, July 22.]

The 1917-18 coffee crop of this district proved to be a small one—not much more than 50 per cent of normal. This is thought to have been due to the damage done to the blossoms by unseasonable rains. However, in view of the rapidity with which stocks have been accumulating during the last year and a half, the effect of a small yield on the local coffee interests has probably been favorable rather than otherwise.

Stocks on Hand and Exports.

Lack of shipping space to Europe, where good prices have prevailed for coffee, and low prices in the United States making it for the most part unprofitable to ship, have combined to cause a steady increase in stocks. A year ago these were estimated at from 90,000 to 120,000 bags in Puerto Cabello and adjacent interior towns, while now in the same region there are thought to be between 150,000 and 200,000 bags on hand.

Total exports of coffee from this port for 1917, according to unofficial figures, amounted to 188,656 bags, weighing 26,974,325 pounds, valued at \$2,377,953. During the years 1915 and 1916 the exports were 39,952,257 and 28,181,137 pounds, respectively. During the first half of 1918 exports showed a decided decline over the same period a year previous, the weights and values for the two periods having been 19,466,466 pounds, valued at \$1,728,294, in 1917, and 9,970,721 pounds, valued at \$734,995, in 1918. Since July, 1917, it has been impossible to ship to France, market conditions in the United States have not been favorable, and opportunities to ship to Italy have been very rare, so that Spain has been the most important outlet. The following table shows the destination of exports for the first six months of 1918:

Destination.	Number of bags.	Pounds.	Value.
Curacao.....	16,463	2,248,692	\$164,812
Italy.....	4,417	590,251	45,847
Spain.....	25,988	3,926,935	290,189
United States.....	22,315	3,070,803	238,578
All other.....	1,120	134,020	8,276
Total.....	70,273	9,970,721	734,995

During the six months in question there have been only three ships to Spain and one to Italy. The shipments to Curacao were nearly all made with the intention of transshipment, and considerable proportions of them have found their way to Spain.

Prices—Crop Prospects.

The price of coffee has continued low, decidedly lower in fact than in 1917, but has not dropped to quite the level that was at one time feared. During the current year prices have varied between 7.6 and 9.5 cents per pound for washed coffees and 6.6 and 9.2 for unwashed or "trillado" grades. Prices were lowest in January, when values were more or less adjusted to the New York market. Since then they have risen somewhat, due to the hope of making shipments to Spain, where profitable figures have been realized. Another factor that has

tended to support prices has been the large buying of German houses, which, it is thought, bought in anticipation of a speedy peace. In many cases they took coffee from their clients at decidedly higher than market prices. Very large stocks of coffee are held by these houses.

Weather conditions have been very favorable for the coming crop, and from present appearances a very large yield is expected. What the effect of this will be, in connection with the large stocks existing, can not be at present determined.

CULTIVATION OF AMERICAN COTTON IN CHINA.

[Abstract of clipping from English-language newspaper published in China; forwarded by Commercial Attaché Julian H. Arnold, Shanghai.]

An augmented program of experimentation with American cotton seed in and about Shanghai has been laid out for this year by the Cotton Improvement Association of China, a body of 400 members recently started by Mr. H. Y. Moh, of the Hou Sung Cotton Mill and the Teh Dah Cotton Spinning Co. Mr. Moh has been experimenting with American cotton plants for the last three years, and has just received 2,400 pounds of American seed of a variety that gave gratifying results last season. These seeds are to be distributed among the members of the association. There is sufficient seed to plant 400 mow (about 66 acres), which is expected to yield a return that will assure the planting of a very large area next year. Mr. Moh himself, besides planting his 60-mow (10-acre) experiment station at Yangtzepoo, will open a new station of 36 mow (6 acres) in Pootung to be devoted to the acclimatization of American cotton. The Pootung station will be conducted under the auspices of the Cotton Improvement Association.

Mr. Moh believes thoroughly in the future of American cotton in China. He has said, in substance:

This is the fourth year of my experiment station at Yangtzepoo, and the results last year were exceedingly gratifying. The season's crop spun consistently 32's and 42's, whereas the usual return from Chinese cotton is 16's or 20's. Unsuccessful attempts to introduce American cotton have been due to late planting and to the use of seed from portions of the United States that are drier than the Chinese cotton districts. I studied cotton growing when I was at school in Texas, and when I wanted seed I placed the order where the climatic conditions more nearly approximate those in China.

There are further indications this year of an active interest in cotton improvement among Chinese officials. The chief of the Bureau of Industry of Kiangsu was in Shanghai a few days ago and talked over the problem with me, inquiring particularly into the results of experimentation with American seeds. He stated that the bureau was greatly interested and would give the closest attention to the matter.

[An article on American Cotton Types in China was published in **COMMERCE REPORTS** for Feb. 9, 1918.]

Market for Cocoa and Chocolate Making Machinery.

The American consul at Colombo, Ceylon, reports that requests have been made at the consulate for catalogues of cocoa and chocolate making machinery. There is at present but a limited quantity of these products manufactured in Ceylon, but efforts are being made to increase the output. Catalogues should be forwarded to the consulate.

DEVELOPMENT OF THE BRITISH TOY INDUSTRY.

When it is recalled that in the last year for which German trade returns are available, viz, 1912, the export of toys and games from Germany to the United Kingdom totaled £1,147,000, to the British colonies £268,400, and to all neutral countries (including the United States, £1,404,000) £2,487,500, it is at once apparent that Germany commanded the toy trade of the world, says the British Trade Review for July. With the outbreak of war these exports, except in infinitesimal quantities to northern European countries and the United States, ceased. The effect was immediately felt in the United Kingdom during the Christmas season of 1914, and more acutely both in the Kingdom and in the colonies in 1915, when the full effect of the stoppage of sources of supply revealed itself. Had it not been for the arrival of parcels of innumerable small mechanical tin toys, dolls, games, and particularly furniture sets, from Japan in the latter year there would have been a real dearth of toys in the important Christmas season.

True the heavy wood-toy trade was in the hands of British makers, likewise the production of metal soldiers, the latter wrested from Germany long since through the adaptability and skill of the leading makers here, but, generally speaking, the autumn of 1914 found toy manufacturing without a serious standing in the United Kingdom. With the aid of leading factors in dolls, dainty wood sets, runabout, pull and mechanically propelled lines, soft animals, and figures efforts were at once made to start manufacturing. Side by side with the serious enterprises were spasmodic concerns, semi-commercial and semiphilanthropic, which, having the assistance of artists and designers, who, however, had not the technical skill which the Germans possessed by specialized training, sought to produce novelties, particularly in soft toys, dolls, wood and cardboard sets. For the most part, however, these have gradually dropped out, owing to lack of commercial insight and fundamental knowledge of the trade's requirements. The Review continues:

Difficulties to Overcome.

The first Board of Trade Exhibition in 1915 showed that, except in the cases where makers had the assistance and carried out the requirements of the factors and large wholesalers, who alone knew the ramifications and technicalities of the industry, many of the lines exhibited showed (a) weakness of design, (b) disregard of finish, particularly in wood toys and metal productions, (c) lack of adaptability revealed in the dearth of novelties, (d) bad packing and display. The exceptions were to be found in the productions of the metal-soldier manufacturers, the old-established game houses, and the specialist concerns which provided for execution of their own designs and own packing.

With the exhaustion of stocks of German parts, notably dolls' eyes, the run on raw materials, such as wood, metal, tin, cardboard, china, and the consequent high prices, brought the trade up against serious problems affecting output. But, undaunted and without Government aid, relying on the support of the British and colonial public, enterprising men, who were willing to learn the lessons taught by the leading factors, began to lay down plant and machinery for the manufacture of many of the lines which heretofore were the sole monopoly of the German toy house.

Dolls and Soft Toys.

Dealing with toy groups seriatim, that of dolls and soft toys call for first consideration. At the recent 1918 exhibition of dolls it was a pleasure to see the well-molded models, with and without wigs, aided by the expressiveness

produced by the use of glass and movable eyes in the better-quality lines. Painted eyes are still the rule in the lower-priced models. At first the jointing was a difficulty; this has been overcome, and to-day fully jointed lines are available, with divided fingers. The standard of dressing and finish needs improvement, particularly in the moderate-priced doll. Every class of material is now used for manufacture—china heads, with and without body complete; wax-faced, especially commendable to houses who desire an attractive mask model at a low price; porcelain head, excellent imitation kid-body lines, in composition, papier-mâché, with body of the same material, strong and serviceable for cheap markets; and knockabout rag variety, having a strong point of recommendation for the colonial trade, in hygienic stuffing and improved facial design.

Teddy Bears and Squeakers.

Dealing with soft toys, some of the best makers will be well able to compete with the famous Stieff makers. The great strides that have been made in shaping heads of Teddy bears, rabbits, dogs, and other soft "pets," augur well for the future. At present few good lines are to be recommended below 18s. per dozen. The difficulty of squeakers has been overcome, so that the "voice" is with us again. Praise must be given to the enterprise depicted in the wheeled toys, particularly the elephants, wired frame and stand being comparable with the Stieff productions, though prices are not favorable as yet. Designs are excellent.

Clockwork Trains and Runabout Metal Toys.

The great cost of plant and machinery proved a drawback at first in the manufacture of clockwork trains and runabout metal toys. But, in spite of difficulties, some commendable lines are being put on the market. Carpet trains, "name" models, a great feature of the popularity of the Sonnenberg and Nuremberg houses, are being produced. One or two Birmingham and Liverpool firms have also shown adaptability in producing replicas of motor cars, omnibuses, tip wagons, etc. The headway made in constructional engineering sets calls for praise; here in post-war days British firms will be able to hold their own against outside competition, though, of course, the high selling price in the meantime prevents their purchase by the greater public. With the availability of small-part munition machinery after the war for British toy manufacture, prospects in metal pull and runabout toys are good.

Wooden Toys—Packing.

As regards wood toys, in the heavy wood lines, necessitating good workmanship, British makers have always been able to hold their own. Since the war some go-ahead houses have been striking out in new directions, particularly in the way of playhouses, well-built model dolls' houses reminiscent of well-known and popular architectural styles, in wood and composition, being a feature. Artistic design is also noticeable in replica models of well-known railway companies' rolling stock and the series of grotesque carved wood animals. Want of elasticity still characterizes some of the small makers of forts and the like; but with a system of central collection poor finish may be eliminated and a better appreciation of design inculcated. The rise of the aeroplane in popular favor has resulted in a healthy toy industry being started, which promises success in the post-war period. Here makers show initiative and common sense.

As regards toy tea and toilet services, oversea merchants can help by quietly insisting on attractive English designs and colorings that appeal to colonial tastes, when things get more normal. As in toy picture books and some of the better known cardboard constructional and educational toys and games, the specialty game-producing houses have, by studying the requirements of the market, exercising patience and care in color printing, and attending to the supremely important question of packing, strengthened the position of this branch of the trade, so that great possibilities are to be looked forward to in the future. Big factory output has enormously aided the firms interested in lowering costs of production.

A last word with regard to packing. Overseas merchants should, as opportunity offers, insist on the safe stringing of dolls in boxes, and the neat display of tea sets, so advantageous for ready sale purposes.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

BUREAU OF STANDARDS TO TEST WATCHES FOR PUBLIC.

The United States Bureau of Standards announces that there will be a test of watches for the public, beginning Tuesday, September 10, 1918. Watches will be accepted for either the Class A or the Class B certificates. Any watches that may be submitted to this test should be received if possible by Saturday, September 7. Watches will be kept wound regularly each day until the test begins.

A new schedule of fees to be charged for the test and certification of watches submitted to the Bureau has been adopted. By the new schedule a considerable reduction in the fee charged is made in case several watches are submitted at one time. The labor involved in the testing of any number of watches is much less if the watches are tested at one time than if the same number are tested separately. For this reason the bureau wishes to encourage the practice of submitting several at one time, and offers the reduced rate in order to give the public the benefit of the actual saving in the cost of conducting the test.

A further advantage to be gained by submitting several watches at one time arises from the fact that ordinarily a certain percentage of those submitted, whether tested separately or several at a time, will not be granted certificates. More certificates will likely be obtained for the same labor and expense in adjusting if a number of watches of reasonably careful adjustment be submitted at the reduced fee, rather than a few watches of unusually careful and laborious adjustment at the higher fee. Also if a certain number of certified watches are desired by a manufacturer, this number can be obtained with much less expense and delay if a sufficiently large number of watches to allow for a reasonable percentage of rejections are submitted at one time.

New Schedule of Fees.

The new schedule of fees, which became effective July 1, 1918, is as follows:

CLASS A TEST.

(a) In lots 1 to 5, whether granted either a Class A or Class B certificate, or a report of performance, each.....	\$5. 00
(b) In lots of 6 or over, whether granted either a Class A or Class B certificate, or a report of performance:	
First 5 watches, each.....	5. 00
Each additional watch.....	3. 00

CLASS B TEST.

(c) In lots 1 to 5, whether granted a certificate or a report of performance, each.....	3. 00
(d) In lots of 6 or over, whether granted a certificate or a report of performance:	
First 5 watches, each.....	3. 00
Each additional watch.....	2. 50
(e) Replacement of a damaged certificate or the reissue of a certificate under a different name.....	. 50
(f) Detailed report of the performance of a watch, as provided in regulation 18.....	1. 00

Attention is called to the fact that the former regulation, which stated that only one-half fee for a complete test would be charged if a watch should stop during its test or be withdrawn from the test by the owner, is hereby rescinded.

Watches and correspondence should be addressed to Bureau of Standards, Washington, D. C. Application blanks for entering watches for test may be had upon addressing the bureau. In case of delay these application blanks may be prepared after the test has begun. Those desiring to secure watch certificates should avail themselves of this opportunity. There has been only one test of this kind in the last 15 months, and aside from the one herein announced no such test is contemplated within the near future.

PURCHASE OF NEW ZEALAND SUPPLIES BY BRITISH GOVERNMENT:

[Consul General Alfred A. Winslow, Auckland, New Zealand, July 8.]

The British Government purchased New Zealand supplies during the year ended May 31, 1918, to the value of \$155,043,483, which covers the following items:

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Beef.....quarters..	636,493	\$34,614,893	Slip wool.....bales	34,801	\$5,153,030
Mutton.....carcasses	1,987,379		Sheepskins.....	1,847,342	3,544,175
Lamb.....do.	1,976,238		Hides.....	314,910	2,864,758
Cheese.....crates	511,159	23,600,676	Other articles.....		4,973,687
Butter.....boxes	599,833	13,453,006			
Scheelite.....tons	144	151,601			
Wool.....bales	559,635	66,686,657	Total.....		155,043,483

Under the item "other articles" is included: Glaxo, or dried milk, to the value of \$1,476,618; condensed milk, \$240,765; canned rabbits, \$210,262; and frozen rabbits, \$147,860.

The supplies now in store in this Dominion are very large, and it would seem the exports for the present year would exceed those of last year, providing shipping space can be obtained.

USES OF AUSTRALIAN SPOTTED GUM.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 29.]

Spotted gum (*Eucalyptus maculata* Hook.) is one of the best known and most used of the group of trees known as Australian hardwoods. It is a grayish-yellow timber, with a close grain, which is sometimes straight but occasionally interlocked, hard, tough, and elastic. It is extensively used where resilience and lightness combined with strength are the desiderata, as in coach building and similar industries. Recently it has been much used for cabinet-making purposes, as the color somewhat resembles that of oak. Considerable use is also made of the timber for street paving; blocks that have been down for many years show no signs of erosion. On account of its strength it is much used in the building trade. Spotted gum is now generally employed by boat builders for timbers or ribs of vessels, formerly of ash or elm. When steamed or boiled it readily bends to conform to the shape of the vessel and has very little tendency to split or crack. Strength tests recently made with three pieces of timber each 38 by 3 by 3 inches showed a mean breaking strain of 7,375 pounds. The weight of a cubic foot of spotted gum is 55½ pounds.

TRADE CONDITIONS IN STRAITS SETTLEMENTS.

[Consul George L. Logan, Penang.]

Present conditions are favorable to the establishment and cultivation of trade relations in this consular jurisdiction, as business men and the community in general are kindly disposed toward things American. The opinion prevails here that in view of the greater interest now being taken in foreign trade and the better shipping and financial facilities that will probably exist in the United States after the war, American participation in the commerce of the Far East will be greatly increased. Local merchants are therefore disposed to give favorable consideration to as many American business connections in their respective lines as they can successfully handle and the responses to trade inquiries made by this office have been gratifying.

Trade Methods.

The important business houses here are principally of British and Chinese nationality, while the retail trade is almost entirely in the hands of Chinese and natives. The English language is in general use, the people are prosperous, many are wealthy, and there is a growing demand for European and American products.

It is not the custom of merchants here to carry large stocks, their business in many lines being conducted on the "indent" or order-taking basis, but if a certain line is proved a "good seller," local importers and dealers are willing to stock it conservatively. Where the local merchant does not stock the goods but simply takes and forwards orders therefor, the promptness, accuracy, and care with which his orders are filled largely determine whether the American house with which such orders are placed can hold and extend its trade here. Substitution and careless packing are fatal to the development of satisfactory trade relations here as in other foreign ports.

If the American merchant or manufacturer has a branch house or a house that carries his stock in Singapore, Manila, China, Hong-kong, or Japan, consideration might profitably be given to passing orders from this port through the nearest branch or representative in order to expedite delivery.

Importance of Advertising.

The complaint is heard that American houses do not always cooperate sufficiently in building up and maintaining a demand for their goods after arranging for their introduction. As a large part of the business of this port comes from estates and mines in the Straits Settlements, the Federated Malay States, the nonfederated Malay States, Southern Siam, and Sumatra, and as much of it is done through mail orders, the buying public can probably be most effectively reached through newspaper advertising. If the advertiser has a trade-mark for his goods it should be emphasized in his advertisements, as the buying public, particularly the Chinese, attach great importance to the "chop" or trade name. Billboards are seldom seen, but dead-wall space is largely used. Street-car advertising is not important. Mailing personally addressed letters to individuals might prove effective as a trade builder from its very novelty. It is noted, however, that the American houses whose goods have a ready

sale in this market are advertising liberally in the local newspapers over the names of their distributors.

This office will be glad to cooperate with American exporters and their local selling agents in promoting satisfactory trade relations and in extending American trade and commerce.

[Lists of import and export houses, local chambers of commerce, and newspapers and other publications published or circulating extensively in the Penang consular district may be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices. Refer to file No. 103528.]

BANKING CONDITIONS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 10.]

According to the banking returns for the quarter ended June 30, 1918, the condition of the six banks doing business in New Zealand is given in the following table, compared with the same quarter in 1917:

Item.	Quarters ended June 30—		Item.	Quarters ended June 30—	
	1917	1918		1917	1918
Free deposits.....	\$113,783,617	\$107,601,366	Discounts.....	\$7,157,028	\$6,656,320
Government deposits.....	36,478,423	68,429,175	Note circulation.....	23,798,660	29,950,845
Fixed deposits.....	67,251,059	67,787,659	Coin, bullion.....	39,221,434	39,368,200
Advances.....	130,468,996	153,602,863			

It will be noted from the above that there has been quite an increase in all of the items save in free deposits and discounts, which means that the business of the country is still in a very prosperous condition.

FISH LANDED AT SEATTLE IN JUNE.

The Bureau of Fisheries has issued a statistical bulletin giving the quantity and value of fishery products landed at Seattle, Wash., by American fishing and collecting vessels during the month of June, 1918. The fishing fleet during the month landed at this port 110 trips, aggregating 2,160,300 pounds, having a value to the fishermen of \$246,256. These products included halibut 1,339,000 pounds, valued at \$198,794; sablefish, 542,200 pounds, valued at \$38,021; "lingcod," 195,600 pounds, valued at \$6,813; and rockfishes, 83,500 pounds, valued at \$2,628. In addition to this catch, collecting vessels landed 519,144 pounds of salmon, steelhead trout, "lingcod," flounders, and other species, valued at \$62,926.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 604 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1926 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FIRST FERRO-CONCRETE SHIP BUILT IN GREAT BRITAIN.

[Consul General Robert P. Skinner, London, July 22.]

The first large ferro-concrete vessel ever produced in Great Britain will shortly pass into the service of the Government. The vessel has a displacement of about 900 tons and a dead-weight carrying capacity of some 400 to 500 tons.

The following general description was taken from Lloyd's List:

Accurately to designate the class, one should term them ferro-concrete or reinforced concrete ships. This means that a skeleton is employed, which is packed round and filled in with concrete. Concrete is strong under compression but has substantially no tensile strength. This defect is therefore counterbalanced by "reinforcing" with steel rods. Different systems are adopted, but the general principle of getting the steel portions of the vessel into position and then packing the concrete round them obtains in all.

In assigning advantages to concrete ships as compared with steel productions, perhaps the main factor is that they meet the needs of the moment. Much less steel is required, which in itself is of inestimable value at the present time. The proportion of saving varies with the size of the ships; the larger the ship the less the saving. On a 500-ton ship the saving in steel would probably not exceed about 30 per cent. On a small vessel over 50 per cent might be saved. If a hundred 1,000-ton ships were built in ferroconcrete a saving of some 10,000 tons of steel might be looked for.

Two further important advantages are cheaper and quicker construction. Another weighty consideration is that labor other than that of existing skilled shipwrights can be successfully employed. Again, the necessary shipyard plant is cheaper, simpler, and more easily installed, while the materials for making the concrete are available in almost any locality.

It is also possible that a claim for increased efficiency due to a reduction of skin friction could be substantiated.

One of the main defects is the greater weight, which, type for type, approaches 100 per cent increase. It follows that there is a proportionate increase in displacement for a given dead-weight. Where dead-weight freightage is a governing factor the concrete ship can only compare unfavorably with the steel vessel. Where "bulky" articles have to be carried the point is not so important. Commercially, of course, any increase of net tonnage involves further expenditure for port and harbor dues.

Then, again, bad weather has a greater delaying effect when concrete ships are being built than when steel is used. Another difficulty is that encountered in launching, as the increased weight adds to the dangers normally attendant on that operation.

From the foregoing brief review it will be seen that many points of advantage in the ferroconcrete vessel are more than doubly valuable under present circumstances. Their utility as a war-time expedient is unquestionable. This is particularly the case in regard to the smaller vessels now being produced in this country.

BRITISH RESTRICTIONS ON USE OF SWEETMEAT BOXES.

The British (Government) Board of Trade Journal states that an order, dated July 19, has been issued by the Board of Trade entitled "The Cocoa and Sweetmeat Box and Advertisement Order," which imposes certain restrictions on the manufacture and use of cocoa and sweetmeat boxes and on advertising in connection with such products.

The order aims at economizing cardboard and paper by prohibiting extravagant forms of packing and by limiting advertisements. In particular the use of show cards, posters, window bills, and packet stiffeners is prohibited, except in so far as such cards, etc., were actually in stock with the person displaying the same at the date of the order.

COMMERCE REPORTS



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ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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No. 190 Washington, D. C., Wednesday, August 14 1918

CONTENTS.

	Page.		Page.
To continue through export bills of lading-----	593	Foreign trade of Turkey-----	600
Mexican mining activities-----	593	Compilation of commercial statistics--	602
Chilean foreign trade reaches record total-----	594	Light keepers' patriotic spirit-----	602
Japanese trade in lace goods and embroidery-----	595	Opening for qualified dentist in Mexico-----	602
Belgian Kongo budget-----	595	Trade of Puerto Cabello with West Indian ports-----	603
Imports of foodstuffs at Rio de Janeiro decreasing-----	596	Recent research work of the Bureau-----	603
General import license from Canada and Newfoundland-----	597	Argentine foreign trade during 1917-----	604
Decreased exports from Puerto Cabello to United States-----	598	Fish shipments from Gulf Region discontinued during August-----	607
Maximum prices for Italian wheat and rice, straw-----	598	New Norwegian process for hardening leather-----	607
Development of Argentine mica industry-----	599	Reduced duty on beer in Mexico-----	607
Department trying to locate Harry M. Beachy-----	599	Transvaal mining leases and mineral law amended-----	607
Good vanilla crop harvested in Gaudeloupe-----	600	Consolidation of Brazilian companies authorized-----	608
		New Zealand wheat crop-----	608
		Proposals for Government supplies and construction-----	608

TO CONTINUE THROUGH EXPORT BILLS OF LADING.

It has been decided, after due deliberation, to continue the issuance of through export bills of lading via Pacific coast ports after September 30.

Announcement was made that through export bills of lading would be discontinued September 30, due at that time to the shortage of shipping space and resultant congestion at Pacific coast ports, which worked a decided hardship on the rail lines and slowed up their handling of war traffic.

Conditions have since improved, and it has now been decided that after surrounding the issuance of through bills of lading with certain reasonable rules to protect and relieve the carriers of the present burdens, the arrangement can be continued.

Announcement will be made to the public in the near future as to the new rules.

MEXICAN MINING ACTIVITIES.

[Vice Consul Luther K. Zabriskie, Mexico City, July 24.]

During the month of June, 1918, the Mexican Department of Commerce and Industry, according to the July 23 issue of *El Economista*, issued 87 mining titles for properties located in various States of the Republic, and of this number 49 belong to the State of Sonora alone, where the mining industry has assumed a considerable impetus during recent months.

Of these mines, 16 are for gold and silver; 8 for copper; 7 for gold, silver, and lead; 7 for gold, silver, and copper; 7 for silver and copper; 7 for silver and lead; 4 for molybdenum; 2 for manganese; 3 for antimony; 3 for fluor-spar; and the remainder are for silver, gold, or copper combined with various other metals.

CHILEAN FOREIGN TRADE REACHES RECORD TOTAL.

[Consul General L. J. Keena, Valparaiso, July 10.]

The Chilean foreign trade in 1917 reached the record total of \$389,588,610. The previous record figure was for 1916, with a total for exports and imports of \$268,678,534. In 1912 and 1913 the Chilean foreign trade amounted to \$261,954,195 and \$264,927,313, respectively.

Divided as to imports and exports, Chile's international trade for the past six years has been as follows:

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1912.....	\$122,075,994	\$139,878,201	1915.....	\$55,922,218	\$119,529,893
1913.....	120,274,001	144,653,312	1916.....	81,220,102	187,458,432
1914.....	98,461,195	100,381,534	1917.....	129,603,115	259,985,465

The increase in imports in 1917 over 1916 was therefore \$48,383,013, and in exports \$72,527,063.

Principal Countries Participating in Chilean Trade.

During this six-year period the following countries have been the principal sources of supply for Chile:

Country.	1912	1913	1914	1915	1916	1917
Great Britain.....	\$38,509,283	\$36,028,943	\$22,309,084	\$13,288,603	\$20,000,691	\$23,565,591
United States.....	16,896,341	20,089,158	20,118,576	18,638,455	34,458,956	63,534,755
Germany.....	33,189,070	29,578,138	25,889,771	3,583,589	4,452,738	67,527
Peru.....	4,817,431	4,810,376	5,380,220	4,762,542	5,696,427	10,176,271
France.....	7,261,051	6,623,260	4,295,107	1,701,353	3,462,372	5,152,006

The principal foreign purchasing markets received from Chile during the past six years merchandise to the following values:

Country.	1912	1913	1914
Great Britain.....	\$55,340,700	\$55,677,548	\$40,243,881
United States.....	24,536,811	30,418,891	31,453,550
Germany.....	28,321,777	30,830,578	18,174,436
France.....	7,715,119	8,858,313	4,281,701

Country.	1915	1916	1917
Great Britain.....	\$41,019,049	\$18,572,571	\$55,358,670
United States.....	50,327,796	92,152,833	155,006,103
France.....	3,559,934	14,110,816	11,657,554
Argentine.....	4,052,168	5,116,562	8,517,479
Japan.....	1,779,696	1,409,058	3,645,100

The total imports received by Chile from the United States from 1912 to 1917 inclusive, was \$173,676,211, and from Great Britain during the same period, \$153,792,197; and during the same period Chilean exports to the United States amounted to \$383,881,914 as compared with \$296,273,325 worth of exports to Great Britain, the second nation of importance in Chilean foreign trade.

Revenue from Import Duties, Export Taxes, Etc.

The customhouse returns from import duties, warehouse charges, light and buoy dues, etc., in 1916 were \$52,544,322, and in 1917 \$56,885,266.

The export taxes on nitrate, iodine, and borax during 1916 and 1917, respectively, were: Nitrate, \$36,599,903 and \$36,236,520; iodine, \$613,339 and \$370,369; and borax, \$28,257 and \$35,708.

[Figures were published in *COMMERCE REPORTS* for July 31 showing some of the principal articles entering into the trade of Chile with the United States.]

JAPANESE TRADE IN LACE GOODS AND EMBROIDERIES.

[Consul General George H. Scidmore, Yokohama, July 11.]

In reply to an inquiry from an American firm as to the demand here for lace goods and embroideries, it can be stated that as the Japanese women cling very tenaciously to their style of dress and as no use is made of lace or embroideries either in their dress or home furnishings, it is improbable that any considerable market can be developed in Japan for American-made lace goods or embroideries. The demand would be limited to the foreign residents here, who now number about 6,000, exclusive of Chinese, and to such goods as are not being manufactured in Japan.

Figures for production are not available, but as nearly all is exported the following statistics of the exports during the last three years may be of interest.

Articles.	1915	1916	1917
Drawnwork tablecloths	\$691,697	\$1,036,914	\$605,228
Dolies and center pieces			646,592
Trimnings	42,729	257,076	391,708
Other embroideries	80,037	58,786	87,601
Other drawnwork	610,918	685,671	285,359

To the foregoing figures must be added the no inconsiderable amounts purchased by tourists and taken by them to their respective home countries.

BELGIAN KONGO BUDGET.

[Consul W. J. Yerby, Dakar, Senegal, French West Africa, June 10.]

For the year 1918 the report of the financial department of the Belgian Kongo gives a total of 57,937,360 francs in receipts, against estimated working expenses of 64,988,327 francs, showing a deficit of 7,050,967 only. When it is remembered that in 1917 a deficit of 16,221,757 francs was shown, and in the preceding year one of nearly 23,000,000 francs, the last year's financial position is a remarkable proof of the colony's prosperity. The budget anticipations are moderately based, says the "Independance Belge," and there is likelihood of bigger receipts, while the figure for expenses may be considerably reduced owing to restrictions affecting the purchase of all that is dispensable in the present crisis. The anticipated deficit of 7,000,000 francs is certainly the maximum.

The returns of customs are placed at nearly 11,000,000 francs; in 1917 the total was only 6,341,000 francs. This is due to increasing commercial activity and rise in prices of merchandise, as well as to greater facilities in export. The customs returns would have shown still higher figures if the export of rubber and copal gum was permitted. Mining exploitation is answerable for 14,500,000 francs, an increase of 4,000,000 francs in the preceding year.

IMPORTS OF FOODSTUFFS AT RIO DE JANEIRO DECREASING.*[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil.]*

The development of domestic industry and agriculture in Brazil during the period of the war is plainly shown in the decline of imports of foodstuffs at Rio de Janeiro, the principal channel of imports for the Brazilian market.

Prior to the war more than 4,000 tons of rice were imported annually, but this has rapidly decreased, until during 1917 less than 12 tons were received. Brazil has now become an exporter of rice, and cultivation and new plantings are constantly being extended. Olive oil imports have been reduced about 70 per-cent as compared with four years ago, and this product, which was imported from Europe, is rapidly being replaced by the cheaper domestic manufactured cottonseed oil. The decrease in the imports of codfish from 11,310 tons in 1913 to 2,558 tons in 1917 is not attributable to any Brazilian industry making up for this difference but to increased cost and high freight rates. This trade, principally with Newfoundland, will undoubtedly regain much of its former importance after the war. The importation of lard is at present insignificant, and large quantities are being exported to the armies of the Allied nations in Europe. Prior to the war practically all of the potatoes consumed in Brazil were imported either from France or Portugal; now the southern States of the Republic are producing an excellent article in such large quantities that there were none imported during 1917 at Rio de Janeiro, and fairly large quantities are being sent to Europe. The same is true in the trade in onions. Wheat and wheat flour still continue to be imported, and the American article, due to war necessities, has lost its hold in this market, which has been diverted entirely to Argentina, the logical supplier in view of its geographical advantageous position. Beans are being grown on a large scale, so that the local market is no longer dependent upon foreign supplies.

Imports of Certain Food Commodities and Their Prices.

The following table shows the quantity (in kilos of 2.2 pounds) of the principal food commodities imported through the port of Rio de Janeiro during the years 1913 to 1917, inclusive.

Articles.	1913	1914	1915	1916	1917
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
Rice.....	4,206,307	4,022,067	2,537,778	153,887	11,822
Olive oil.....	1,016,013	906,639	1,220,069	858,712	201,172
Codfish.....	11,310,330	9,439,471	6,946,427	3,730,190	2,558,318
Lard.....	124,639	9,828	10,392	10,235	6,124
Potatoes.....	17,041,372	11,222,298	3,689,256	1,308,614	.....
Onions.....	2,124,368	1,171,473	1,378,026	505,077	9,180
Wheat flour.....	5,192,825	5,332,535	11,821,595	6,756,860	22,567,997
Beans.....	2,607,313	1,259,865	123,624	163,746	161,983
Kerosene.....	20,817,105	14,457,741	22,698,849	22,374,323	19,661,007
Condensed milk.....	785,603	681,681	415,755	294,422	153,796
Corn.....	1,083,155	50,267	5,940	2,526	7,970
Wheat.....	281,356,896	234,206,204	211,790,943	229,659,198	117,159,048
Jerked beef.....	4,461,767	1,053,375	389,419	119,033	757,123

There is given in the following table the average price per kilo of each commodity on board at Rio de Janeiro. It is difficult, however, to arrive at an accurate calculation of the average price by reason of

the great fluctuation in Brazilian exchange. It should be noted that the customhouse taxes are not included in these prices:

Articles.	Value per kilo in United States currency.				
	1913	1914	1915	1916	1917
Rice.....	\$0.08	\$0.06	\$0.08	\$0.11	\$0.14
Olive oil.....	.34	.36	.42	.47	.58
Codfish.....	.14	.15	.19	.24	.28
Lard.....	.25	.28	.33	.44	.39
Potatoes.....	.03	.04	.06	.10	.09
Onions.....	.06	.07	.07	.10	.14
Wheat flour.....	.05	.05	.08	.07	.14
Beans.....	.06	.07	.11	.12	.14
Kerosene.....	.03	.03	.04	.06	.07
Condensed milk.....	.30	.32	.40	.48	.48
Corn.....	.02	.03	.03	.04	.05
Wheat.....	.02	.03	.05	.05	.09
Jerked beef.....	.19	.24	.28	.37	.30

GENERAL IMPORT LICENSE FROM CANADA AND NEWFOUNDLAND.

In view of the adoption by the Canadian Government of the same policy of import control as that indorsed by the War Trade Board through their import restrictions, the War Trade Board has determined to continue to permit the importation from Canada and Newfoundland under a general license, PBF-3, of all articles except those mentioned in the President's Import Proclamation of November 28, 1917, and except calcium carbide, olive oil, tapioca, sago, peanuts, rabbit skins, toys, manufactures of cotton not produced in Canada, tallow, cocoa beans, feathers, pumice, and wheat products.

Pursuant to the foregoing ruling (W. T. B. R. 200), the War Trade Board has rescinded the order heretofore issued (W. T. B. R. 161, amended July 21, 1918), which provided for the revocation as of August 15, 1918, of the above-mentioned general license PBF-3. As to restricted commodities, general license PBF-3 authorizes their importation from Canada and Newfoundland only when they are shipped by other than ocean transportation and when they originate in Canada or Newfoundland or in a country from which their importation direct is permitted. Shipment from Newfoundland to Canada by boat and thence overland by lake or rail to the United States is not considered ocean transportation within the meaning of this ruling.

As a part of the new arrangement with Canada, the War Trade Board has issued a general license permitting the entry into the United States of commodities arriving at United States ports in bond for shipment to Canada, upon presentation to the collector of customs of a Canadian import license number covering the shipment in question. The Canadian authorities on their part have agreed to authorize collectors of customs at their ports to permit the entry of shipments arriving at Canadian ports in bond for shipment to the United States upon submission of proper evidence of the issuance of a United States import license covering the importation in question.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

DECREASED EXPORTS FROM PUERTO CABELLO TO UNITED STATES.

[Consul Frank Anderson Henry, Puerto Cabello, Venezuela, July 10.]

Declared exports from Puerto Cabello to the United States for the second quarter of 1918 showed a large decrease compared with the corresponding period in 1917. This was due to a number of causes, among which may be mentioned the lack of a profitable market in the United States for coffee, Puerto Cabello's principal export. Measures for the control of imports taken by the United States Government reduced shipments of corn, and regulations of the steamship company, followed later by those of the United States Government, reduced exports of hides and skins to a fraction of their former volume. That the cultivation of castor beans in this district has been stimulated by higher prices is evidenced by the increased exports. Shipments to Porto Rico increased due to the demand for foodstuffs in that island.

During the first six months of 1918, 312 invoices were certified at this consulate, representing a total value of \$1,220,351 in comparison with 387 invoices representing a total value of \$2,150,768 for the same period in 1917.

The following table shows the quantities and values of the principal articles invoiced at the Puerto Cabello consulate for the United States and Porto Rico for the three months ending June 30, 1917 and 1918:

Articles.	April-June, 1917.		April-June, 1918.	
	Quantity.	Value.	Quantity.	Value.
TO UNITED STATES.				
Cocoa, crude.....pounds..	2,082,207	\$295,564	2,143,873	\$202,071
Coffee.....do.....	2,311,322	195,245	1,271,958	97,762
Corn, grain.....do.....			272,877	6,844
Copper ore.....tons..	5,322	109,387	1,346	27,360
Copper matte.....do.....	183	11,160	701	39,184
Hides and skins.....pounds..	1,557,058	407,353	517,050	89,719
Seeds: Castor.....do.....	67,083	1,884	350,196	20,894
Sugar.....do.....	3,070,169	118,502	3,904,347	148,610
All other articles.....do.....		23,106		5,505
Total.....		1,162,211		637,947
TO PORTO RICO.				
Corn, grain.....pounds..	5,512	\$1	496,983	10,877
Lard.....do.....			34,780	9,995
Tankage.....do.....	116,130	1,569		
All other articles.....do.....				4,142
Total.....		1,630		25,014

MAXIMUM PRICES FOR ITALIAN WHEAT AND RICE STRAW.

[Consul General David F. Wilber, Genoa, July 18.]

The Italian Government by a recent decree has fixed the maximum prices for wheat straw of the harvest of 1918 at 12 lire per quintal (220.46 pounds) if pressed in bales and 8 lire if not pressed; and for rice straw, 10 lire per quintal if pressed in bales and 6 lire if not pressed. Substitutes are worth, according to the types, the same maximum prices as rice straw or wheat straw. (The normal exchange value of the lira is 19.3 cents United States currency.)

DEVELOPMENT OF ARGENTINE MICA INDUSTRY.

[Consul General W. Henry Robertson, Buenos Aires, June 5.]

The principal destination of mica exported through the custom-houses of Argentina during the year 1917, according to data furnished this office, was: England, 71,012 pounds; United States, 52,470 pounds; Italy, 12,099 pounds; and Spain, 2,809 pounds.

The exploitation of mica in this country is only incidental up to now. It does not constitute an established industry, and it is made on a rather reduced scale by numerous private individuals, according to the fluctuations of the market. Very great changes are noted from one year to another. On the other hand, according to data in the possession of the bureau of mines here, the national industries make considerable use of mica produced in Argentina, so that the exportation of this article depends upon the variable necessities of the industry. There will be undoubtedly a greater production of mica in 1918 than in 1917, since an increasing interest in the exploitation of this article is very noticeable.

Shipments During Past Six Years.

The following figures show the variations through which the exportation of mica has passed during the last few years: 1912, 14,335 pounds; 1913, 14,178; 1914, 725; 1915, none; 1916, 14,033; and 1917, 139,045 pounds.

No special study has been made with this mineral, from the standpoint of its industrial possibilities. It is known that the mica beds are numerous and abundant, especially in the Provinces of Cordoba, San Luis, and San Juan, and that in many of these sheets of the highest quality are obtained. The geographic studies that have been published show equally the abundance of mica strata in sight. But it is not possible to form a joint appraisal from these data regarding the quality and quantity of the exploitable beds.

Increase in Prices.

During the last six months the prices of mica have increased by from 25 to 30 per cent, owing to the fact that four or five German houses are collecting and holding the mica in deposits, for the purpose of preventing its exportation. One house was said to have at the time 4 tons of mica for sale. The mica shipped to the United States is both clear and spotted, laminated and beveled.

A company claiming to have recently sent samples of mica for analysis in the United States says that iron had been found in composition with the mica, which, it is said, would render it prone to explosions if used for electrical purposes.

[Prices of Argentine mica were given in a report published in **COMMERCE REPORTS** for Sept. 12, 1917.]

DEPARTMENT TRYING TO LOCATE HARRY M. BEACHEY.

The Department of Commerce is endeavoring to locate Harry M. Beachy, an American seaman, who has been awarded by the British Government a silver medal in recognition of the part which he had in saving the crew of the British schooner *Busy Bee*. Mr. Beachey was born December 22, 1894, either at Baltimore or at Grantsville, Md. Every effort to locate Beachey has been made, but so far without success. The medal is now being held in the department in the hope that some trace of Beachey may be found.

GOOD VANILLA CROP HARVESTED IN GUADELOUPE.

[Consul Henry T. Wilcox, Guadeloupe, French West Indies, July 18.]

The crop of vanilla which was harvested and cured during the first five months of 1918 proved to be the best that Guadeloupe has ever produced. The following table gives the figures for the exports of vanilla and vanillon during 1915, 1916, 1917, and the first six months of 1918:

Year.	Total exports.		Exports to United States.		Year.	Total exports.		Exports to United States.	
	Pounds.	Value.	Pounds.	Value.		Pounds.	Value.	Pounds.	Value.
1915.....	42,441	\$46,372	34,842	\$37,530	1917.....	41,985	\$67,824	37,900	\$62,070
1916.....	69,401	68,382	51,370	44,971	1918 (Jan. 1- June 30).....	.....	.....	69,632	112,067

Figures for the total exports of these products during the first half of 1918 are not available, but it is an established fact that almost all of the shipments went to the United States.

Prices—Stock of Cured Beans.

In spite of the exceptionally large crop prices for both green and cured beans did not fall below those paid during 1917, the average prices for both years having been 4 francs per kilo for green beans and 20 francs per kilo for well-cured beans. There were several new buyers in the field, and competition was keen.

Most of the exporters succeeded in shipping their goods before the War Trade Board prohibited the importation of vanilla from the West Indies, but two or three of them delayed too long and now have stocks on their hands. Estimates as to the quantity of cured beans now in Guadeloupe vary widely, but it is very probable that the total does not exceed 18,000 pounds.

FOREIGN TRADE OF TURKEY.

[Meddelelser fra Udenrigsministeriet, Copenhagen, 1918, vol. 1.]

With a view to throw some light on the workings of the new tariff of Turkey the Department of Statistics has published a review of the foreign trade of Turkey for the latter half of the fiscal year 1332 (1916-17).

Strictly speaking, the data relate to a period of only five and a half months, as the fiscal year in question ended February 15, 1917, due to the law of February 8, 1917, which introduced the Gregorian calendar. The data are somewhat incomplete, however.

The department had no information on imports or exports passing through Bagdad, and the large military importations reaching Constantinople by rail are likewise excluded.

The goods are shown in groups corresponding to the new tariff, and special efforts are made to show the operations of the various customhouses still open for the period since September 1, 1916, when the new tariff law went into effect.

Notwithstanding the closing of the Dardanelles, the Bay of Smyrna, the Shatt-el-Arab, and the Persian Gulf, considerable trading has

been done with the (German) allied or with neutral countries, and particularly with Germany and Austria-Hungary.

The exports totaled \$14,986,000, and the imports \$9,726,000, leaving a balance in favor of Turkey of \$5,260,000.

Destination of Exports—Principal Articles of Shipment.

The exports by countries were as follows:

Countries of destination.	Dutiable goods.	Free goods.	Total.	Countries of destination.	Dutiable goods.	Free goods.	Total.
Germany.....	\$10,644,883	\$361,522	\$10,906,705	Netherlands.....	\$270	\$36	\$306
Austria-Hungary	3,293,135	28,264	3,321,399	Other countries..	109	1,375	1,484
Bulgaria.....	681,248	5,130	686,378	Unknown.....	64,588		64,588
Roumania.....	3,500		3,500	Total.....	14,689,144	296,632	14,985,776
Switzerland.....	1,071	15	1,086				
United States....	340		340				

The exports to Germany consisted chiefly of raw materials and foodstuffs. Quantities and values of the principal classes of goods exported were as follows:

Classes.	Pounds.	Value.	Classes.	Pounds.	Value.
Foodstuffs of animal origin..	101,712	\$32,888	Cotton.....	4,502,703	\$1,746,940
Grain and mill products.....	130,787	57,552	Other textiles.....	183,118	98,356
Fruits and vegetables.....	7,078,152	2,335,475	Silk and silk fabrics.....	891,580	1,565,740
Vegetable oils.....	3,876,308	1,786,246	Wool.....	2,533,570	1,101,362
Tobacco.....	553,900	211,819	Metals.....	7,985,314	188,521
Seeds and fodder.....	3,232,750	447,737	Drugs and dyestuffs.....	4,755,066	430,670
Hides and skins.....	2,275,785	853,053			

Countries of Origin of Imports.

The total value of dutiable goods imported was \$4,744,000, and of free goods, \$4,983,000. The following table shows the imports by countries:

Countries of origin.	Dutiable goods.	Free goods.	Total.	Countries of origin.	Dutiable goods.	Free goods.	Total.
Austria-Hungary	\$2,565,903	\$1,636,938	\$4,202,846	Spain.....	\$592		\$592
Germany.....	1,587,355	1,117,518	2,700,873	Greece.....	522		522
Roumania.....	1,241	1,899,055	1,899,206	United States....	57	\$335	392
Switzerland.....	360,626	21,242	381,868	Italy.....	328		328
Bulgaria.....	62,362	312,341	374,703	Sweden.....	95		95
Persia.....	73,238		73,238	Other countries..	1,320	381	1,701
Netherlands.....	46,030	4	46,034	Unknown.....	11,494		11,494
Russia.....	34,125		34,125	Total.....	4,743,683	4,982,696	9,726,369
United Kingdom..	1,235	4,870	6,105				
France.....	1,117	2	1,119				

The trade with Germany represented 55 per cent of the total trade, that country taking 73 per cent of the Turkish exports and furnishing less than 28 per cent of the imports.

Roumania furnished principally grain and flour, receiving hardly anything in return.

The excess of imports from Austria-Hungary over exports to that country is due, among other things, to the large imports of sugar. During the five and a half months in question, Turkey imported from Austria-Hungary 1,627,783 pounds of sugar, valued at \$691,856.

The bulk of the imports from Persia was represented by 52,911 pounds of wool, valued at \$61,600.

[NOTE.—The Turkish plaster has been converted throughout at the rate of \$0.044.]

COMPILATION OF COMMERCIAL STATISTICS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil.]

The President of Brazil, by decree No. 12,992, of April 24, 1918, has promulgated the resolution regarding the preparation of commercial statistics, passed by the International American Conference in Buenos Aires, August 20, 1910, and approved by the President of Brazil in decree No. 2,881, of November 9, 1914.

The principal recommendations of this resolution are as follows:

That the section of commerce, customs, and statistics shall compile and arrange all the data needful for a precise knowledge of the processes used by the various American Republics for the compilation of commercial statistics; shall prepare a comparative report on this subject; and shall draw up a program of bases to be submitted to the various governments for ratification and for the preparation of instructions to their respective delegations to the 5th Pan-American Conference.

The program of bases shall deal with the following questions:

(a) Uniform procedure in determining international commercial values; (b) similar classification or grouping of exported or imported commodities; (c) identical standard for determining places of origin and destination; (d) employment of the same commercial nomenclature as far as diversities of language will permit; (e) adoption of identical meanings for terms in commercial statistics; (f) rigorous observance of the decimal metric system.

LIGHT KEEPERS' PATRIOTIC SPIRIT.

Letters from a light keeper in the State of Washington and from one in our island territory of Porto Rico typify equally well the spirit that makes the Nation a unit to win the war. C. A. Wood, keeper of the Bybee Landing Post Light at Kalama, Wash., whose salary is \$10 a month, writes as follows, under date of July 19:

I bought four War Savings Stamps about March 1 of our Kalama postmaster and told him that I was going to buy one a month for the full year, if I possibly could. That was before the pledge cards came out. I now have seven on my certificate and intend to keep right on as long as they are needed. My wife and I are getting along toward the "three score and ten" and felt that the Liberty bonds might outlive us. We only have a few acres that we can cultivate and are trying to support ourselves, but if our property is necessary to win the war, our country can have it all.

The keeper of the Mayaguez Harbor Range Lights in Porto Rico, in contributing two days' salary to the Red Cross, expressed himself as follows:

It has been impossible for me to purchase War Savings Stamps or subscribe to the last Liberty loan. My shortage is due to the fact that my salary is very small; but at any rate, I wish to contribute in some way, and I have decided to give an amount corresponding to two days of my salary for the month of May, which amounts to \$1.10, to the Red Cross.

Opening for Qualified Dentist in Mexico.

Consul Norton F. Brand, of Salina Cruz, reports that it is believed that there is a good opening for a qualified American dentist on the Isthmus of Tehuantepec.

TRADE OF PUERTO CABELLO WITH WEST INDIAN PORTS.

[Consul Frank Anderson Henry, Puerto Cabello, Venezuela, July 15.]

An interesting development in the export trade of this port during the present year has been the large increase in the exports to the West Indies. These values for the first six months of 1918 were \$510,476, compared with \$39,481 for the first six months of 1917. This has been due to the combination of circumstances by which a shortage of foodstuffs existed in the islands, and Venezuela at the same time possessed a surplus for export of some food products. The exports consisted largely of corn and beans, of which Venezuela has had large crops during the past year; also coffee, lard, cottonseed oil, and other foodstuffs in smaller quantities. Practically all of these are believed to have been for consumption in the islands themselves, with the exception of the shipments of coffee to Curaçao, amounting to 16,403 bags, weighing 1,020 tons, and valued at \$164,813, the greater part of which were sent there for transshipment. The exports to Trinidad consisted largely of fertilizer from the local packing house.

Nearly all of this West Indian trade has been carried in schooners flying either the Dutch or the Venezuelan flags. The charter rates have been very profitable to the owners, who received, in the case of shipments to Cuban ports, between \$18 and \$26 per ton. At present exports to Cuba have almost ceased, as the prices now prevailing there are not sufficiently profitable.

Another development that may affect Venezuela's trade with nearby countries has been the sending of a steamer of the coastal navigation company on voyages to Trinidad, to Colombia, and to Colon. On its return trips from the latter places it has brought Colombian flour from Barranquilla and Chilean flour from Colon, thus relieving to some extent the great shortage of wheat flour in the country.

Exports to West Indian Islands.

The following table shows the exports (the quantity being in metric tons) from Puerto Cabello to West Indian islands during the first six months of 1917 and of 1918.

Destination.	January-June, 1917.		January-June, 1918.	
	Tons.	Value.	Tons.	Value.
Curaçao and other Dutch West Indies.....	222.3	\$37,851	2,658.7	\$291,394
Cuba.....			1,562.0	114,168
Martinique.....			114.6	38,318
Trinidad.....			275.1	36,725
Porto Rico.....	100.2	1,630	411.8	29,873
Total.....	322.5	39,481	5,021.7	510,476

Recent Research Work of the Bureau.

Statistical statements have recently been prepared by the Research Division of the Bureau of Foreign and Domestic Commerce on the following subjects: Imports of grain, pulse, and meal into the Union of South Africa for 1917; exports of toys from Japan to foreign countries for 1917; and the toy trade of the United Kingdom during 1917.

ARGENTINE FOREIGN TRADE DURING 1917.

[Commercial Attaché Robert S. Barrett, Buenos Aires.]

Statistics recently issued by the Argentine Government show that the value of the foreign trade of the country during the calendar year 1917 was \$897,924,034 United States currency, of which \$530,914,097 represented exports and \$367,009,937 imports, leaving a net trade balance in favor of the country of \$163,904,160. For the first time in the history of the country the statistics show actual c. i. f. values. Heretofore fixed values corresponding to the Argentine tariff were used in computing these statistics. These values were fixed in 1898 and no longer represent actual values. The increase in the values of imports in 1917 over those of 1910, when actual values and fixed values were approximately the same, range from 5.7 per cent on silk goods to 259.2 per cent on china and glass ware. Since the commencement of the war the values of imports have increased 95.3 per cent and of exports 74.7 per cent.

The Argentine Government has rectified the total values of exports and imports for the years 1913, 1914, 1915, 1916, and 1917 to correspond to actual values, and these rectified figures are as follows: Imports—1913, \$478,859,146; 1914, \$311,241,415; 1915, \$294,795,926; 1916, \$353,316,001; 1917, \$367,009,937. Exports—1913, \$500,985,551; 1914, \$389,021,914; 1915, \$561,803,004; 1916, \$552,994,539; 1917, \$530,914,097.

Position of Each Country in Import Trade of Argentina.

In the following table is shown the value in United States currency of Argentine imports from the various countries of the world for the years 1913, 1914, 1915, 1916, and 1917:

Countries.	1913	1914	1915	1916	1917
Austria-Hungary.....	\$6,739,236	\$2,915,649	\$313,146	\$16,404	\$9,453
Belgium.....	21,935,361	13,871,274	1,108,922	449,265	92,675
Brazil.....	10,516,625	10,632,607	13,424,428	19,334,449	36,549,985
British possessions.....	10,067,203	3,910,661	11,132,619	9,238,979	3,226,402
Canada.....	1,876,134	552,239	1,470,549	1,830,136	465,910
Chile.....	804,148	561,994	1,008,236	1,541,320	3,601,596
Cuba.....	1,279,663	1,162,361	1,131,573	2,149,985	2,590,445
France.....	43,246,097	25,629,159	17,289,070	24,374,374	21,811,554
Germany.....	80,996,103	45,775,175	7,343,028	570,199	284,342
Italy.....	39,514,362	28,465,876	27,495,398	34,675,581	25,421,356
Japan.....	1,886,151	557,474	1,061,098	1,921,329	3,203,081
Mexico.....	1,527,636	2,043,352	19,637,132	10,565,362	5,880,421
Netherlands.....	4,627,387	3,205,994	2,537,304	3,587,726	2,187,534
Norway.....	2,568,444	1,685,083	1,777,127	1,357,469	1,539,900
Paraguay.....	2,579,567	2,018,048	2,935,345	3,367,374	5,081,341
Spain.....	14,072,177	9,847,181	14,728,188	21,901,610	26,537,672
Sweden.....	3,548,128	2,156,498	2,678,007	3,411,994	1,952,175
Switzerland.....	3,123,103	1,651,689	1,996,461	3,280,338	2,907,705
United Kingdom.....	144,661,640	105,836,348	88,041,189	99,591,785	80,098,322
United States.....	70,457,225	41,984,982	72,944,239	103,243,911	133,251,949
Uruguay.....	3,630,470	3,355,406	2,441,469	3,595,942	6,738,199
All others.....	3,069,666	3,366,325	2,270,400	2,892,471	3,661,920
Total.....	478,859,146	311,241,415	294,795,926	353,316,001	367,009,937

The position gained by the United States in its trade with Argentina is clearly shown by the above figures. In 1913, the year prior to the outbreak of the war, the United States stood third in the list of countries supplying Argentina with imported goods. Great Britain was first with a lead of approximately \$68,000,000 over Germany, whose exports to the country exceeded those of the United

States by \$10,000,000. In 1916 the United States for the first time took first place, leading Great Britain by a margin of about \$4,000,000. Italy had been able to hold its own and took third place, with France fourth. In 1917, the lead of the United States had become so firmly established that those familiar with business conditions in Argentina are convinced that it will never be dislodged from that position. In that year its imports were valued at \$133,251,949, compared with \$80,080,322 for Great Britain. Brazil, whose business with Argentina had been steadily increasing since the beginning of the war, took third place, with imports valued at \$36,549,985. Spain, the only important neutral in Europe, which has been increasing its imports since the war, was fourth, with a total of \$26,530,672. Italy and France were fifth and sixth, respectively, the first with imports of \$25,421,356 and the second with \$21,811,554. An important gain has been made by Japan. In 1913 the imports from that country were valued at \$986,151, and in 1917 they increased to \$3,203,081. The establishing of a branch of the Yokohama Specie Bank in Buenos Aires and two Japanese steamship lines between Japanese ports and Buenos Aires will enable Japanese manufacturers to retain a large part of their business with Argentina, which has largely been the result of war conditions. Trade between other South American countries and Argentina has been greatly developed. In addition to the large gain made by Brazil, Chile has increased its imports from \$804,148 in 1913 to \$3,601,596 in 1917, Paraguay from \$2,579,567 in 1913 to \$5,031,341 in 1917, and Uruguay from \$3,630,490 in 1913 to \$6,733,199 in 1917.

Share of Each Country in Argentine Export Trade.

The following table gives the value of the exports to the various countries during the five years ended with 1917:

Countries.	1913	1914	1915	1916	1917
Austria-Hungary.....	\$3,364,051	\$1,533,270			
Belgium.....	33,023,636	19,494,731			
Brazil.....	25,191,208	17,492,203	\$22,047,521	\$21,941,031	\$22,021,772
British possessions.....	891,586	479,612	6,305,829	1,095,045	3,019,314
Chile.....	2,915,275	1,272,815	1,741,983	1,569,774	4,212,216
Denmark.....	739,482	862,700	1,549,661	6,204,108	3,830,159
France.....	39,091,866	22,240,606	40,618,099	63,977,757	70,029,308
French possessions.....	318,149	163,437	159,519	2,560,026	13,458,088
Germany.....	60,024,358	34,222,819			
Italy.....	20,768,069	9,519,907	41,205,304	27,639,177	27,883,227
Japan.....	18,179				2,036,725
Netherlands.....	23,447,945	12,442,450	18,953,708	27,988,312	5,089,677
Norway.....	1,117,867	2,039,099	2,815,047	4,262,673	7,540,069
Paraguay.....	1,973,121	1,353,619	1,560,346	3,041,737	3,242,774
Portugal.....	553,888	12,983	1,007,507	1,384,912	56,453
Russia.....	630,866	281,175		3,003,507	
Spain.....	4,993,23	2,768,362	7,188,027	8,718,485	8,814,880
Sweden.....	1,113,779	1,865,455	5,053,893	10,296,621	2,574,871
United Kingdom.....	124,750,403	113,754,629	166,043,515	162,642,878	155,217,373
United States.....	23,728,009	47,737,114	90,426,362	115,539,590	155,626,288
Uruguay.....	6,329,72	5,253,536	8,009,035	6,604,833	10,313,911
All other countries.....	1,061,110	1,380,708	1,163,882	968,174	1,016,615
To order.....	123,816,196	92,945,633	145,953,702	78,665,869	34,929,747
Total.....	500,985,551	389,021,914	561,803,004	552,944,539	530,914,097

In purchases from Argentina the United States has made a phenomenal gain, and in 1917, for the first time, took first place among the countries buying Argentine products. The purchases of the United States increased from \$23,728,409 in 1913 to \$155,626,288 in

1917. Great Britain, which occupied first place in 1913 with purchases from Argentina valued at \$124,750,403, is now second with a total only slightly below that of the United States. France occupies third place, with purchases in 1917 valued at \$70,029,308, and Italy fourth with \$27,883,227.

Principal Articles Imported.

The principal articles imported in 1917, with their value, are given below:

Articles.	Value.	Articles.	Value.
Live stock.....	\$2,361,360	Lumber and wood:	
Foodstuffs:		Lumber partially manufactured...	\$13,098,142
Animal foods.....	3,106,878	Manufactures of.....	2,302,812
Fruits.....	1,915,784	Paper and manufactures of:	
Spices and condiments.....	41,044,490	Paper and pasteboard.....	10,883,057
Vegetables and cereals.....	9,061,780	Manufactures of.....	1,819,939
Materials for infusions and hot drinks.....	15,060,973	Leather and manufactures of.....	3,105,094
Flour, macaroni, starch, etc.....	882,364	Iron and steel:	
Tobacco and manufactures of.....	8,176,942	Raw and partially manufactured..	14,119,744
Beverages:		Manufactures of.....	26,318,770
Wines.....	4,780,156	Other metals:	
Spirits and liquors.....	2,929,081	Raw and partially manufactured..	11,191,816
Other.....	594,313	Manufactures of.....	7,231,692
Textiles, raw and manufactured:		Agricultural machinery, sacking, seeds, etc.....	11,334,622
Silk.....	3,913,858	Stone, cement, glassware, etc.:	
Wool.....	15,048,362	Raw materials.....	26,129,939
Cotton.....	49,740,623	Manufactures of.....	2,244,223
Sundries.....	12,889,901	Electrical machinery and supplies.....	8,258,644
Oils, mineral, medicinal, and greases.....	20,980,586	Diversified manufactured articles.....	13,118,451
Chemical, medical, and pharmaceutical substances and products.....	19,016,965	Total.....	367,009,987
Paints and dyes.....	3,688,567		

Articles of Export.

The principal articles exported during 1917, with their quantity and value, were as follows:

Articles.	Tons.	Value.	Articles.	Tons.	Value.
Animal products:			Agricultural products:		
Cattle.....	^a 71,355	\$2,853,851	Oats.....	271,713	\$10,219,158
Horses.....	^a 11,760	838,175	Barley.....	12,321	520,472
Frozen beef.....	355,842	74,600,524	Linseed.....	141,318	12,476,452
Chilled beef.....	38,965	8,627,511	Corn.....	893,939	37,884,043
Frozen mutton.....	39,823	7,559,907	Potatoes.....	14,760	1,044,625
Frozen pigs.....	764	163,633	Hay.....	6,968	119,139
Goat and kid skins.....	1,904	2,142,543	Beers.....	5,017	704,735
Sheepskins, unwashed.....	11,325	6,670,598	Wheat.....	935,828	58,510,064
Salted hides.....	76,182	39,119,377	Alcohol.....	^b 3,475,271	535,115
Dry hides.....	19,305	14,156,206	Flour.....	112,465	12,737,450
Horsehides, salted and dry.....	3,950	1,417,235	Wine.....	^b 3,411,628	329,222
Wool, washed.....	8,089	16,484,624	Bran.....	19,872	366,209
Wool, unwashed.....	127,433	92,754,519	Oilcake.....	17,168	663,321
Salt and jerked meat.....	7,613	2,034,464	Other agricultural products.....		3,319,342
Preserved meat.....	100,784	35,397,600	Forestal products:		
Preserved and salted tongues.....	1,807	1,010,618	Quebracho extract.....	90,777	13,645,303
Preserved meat products.....	13,590	2,884,146	Wood.....	172,538	1,121,306
Butter.....	9,831	7,526,411	Quebracho logs.....	133,170	1,952,885
Buttersubstitutes.....	13,312	4,015,471	Other forestal products.....		404,653
Cheese.....	2,728	2,165,341	All other articles.....		11,489,561
Tallow and greases.....	67,810	19,339,138	Total.....		533,914,097
Bones.....	25,118	3,249,1			
Other animal products.....		15,690,249			

^a Number.

^b Liters.

FISH SHIPMENTS FROM GULF REGION DISCONTINUED DURING AUGUST.

The Bureau of Fisheries reports that satisfactory progress has been made in shipping fish, in carload lots, from Florida to Nashville, Louisville, and Indianapolis. Since the initiation of this work in June, about 150,000 pounds of gulf fish in prime condition, including red snapper, mullet, sea catfish, pompano, grouper, and various species of bottom fish, have been made available to consumers in these cities. As the dealers do not think they will be able to find a ready sale for these fish during August, because of the hot weather conditions and the large number of persons leaving the cities for this period, shipments will be discontinued during this month.

NEW NORWEGIAN PROCESS FOR HARDENING LEATHER.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 29.]

A Norwegian engineer of the city of Arendal, Norway, claims to have succeeded after a series of experiments in inventing a method whereby sole leather can be hardened so that it attains two or three times its usual strength. The hardening may be done in several degrees, until the leather becomes stiff as wood. It is claimed that after suitable hardening, sufficient for common shoes or boots, it does not lose any of its elasticity. Another advantage claimed is that after this treatment the leather better resists moisture and heat. It is alleged that leather not otherwise suitable for anything but in-soles may through this treatment become a satisfactory sole leather. The engineer is patenting his invention and sole leather treated after his method will soon be placed on the market in Norway.

REDUCED DUTY ON BEER IN MEXICO.

[Vice Consul Luther K. Zabriskie, Mexico City, July 25.]

The Diario Oficial, of July 24, gives notice of reductions in the duty on beer as follows: Beer in bottles or jars, per kilo legal weight, 0.095 peso, formerly 0.30 peso; beer in barrels, per kilo gross weight, 0.06 peso, formerly 0.20 peso. These items are now numbered 570A and 571A, respectively, in the tariff, and no change is made in the duty on cider, hitherto included with beer in items 570 and 571. The reduced duties went into effect on July 22. (Peso, normal exchange, \$0.498; legal weight includes the weight of bottles, but not that of wooden cases.)

[An unofficial report of the above changes in duty was published in COMMERCE REPORTS for July 27.]

TRANSVAAL MINING LEASES AND MINERAL LAW AMENDED.

The Union of South Africa Government Gazette of June 4 contains an act of Parliament making further provision as to the leasing of the right to work precious and base metals in the Transvaal, and amending the precious and base metals act (1908) of the Transvaal in other respects. A copy of this issue of the Gazette has been received from Consul General George H. Murphy and may be examined at the Bureau of Foreign and Domestic Commerce upon referring to file No. 104620.

CONSOLIDATION OF BRAZILIAN COMPANIES AUTHORIZED.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 1.]

The President of Brazil has authorized the consolidation of the "Companhia Comercio e Navegacao (Commercial Navigation Co.), and the "Moinho Santa Cruz" (Santa Cruz Mill), the new company to be known under the name of the former. The capital stock of the Commercial Navigation Co. has been increased by this fusion from 10,000 to 15,000 contos of reis (about \$3,750,000 in American currency).

The purpose of the company remains the same, viz, commerce and navigation, especially trade in salt, with the added wheat-flour industry of the important mill just acquired.

NEW ZEALAND WHEAT CROP.

[Consul General Alfred A. Winslow, Auckland, July 10.]

According to the best information obtainable at this time there will be quite a shortage of the wheat supply from the 1917-18 crop, which is estimated by some to be about 1,000,000 bushels, and from the present outlook the 1918-19 crop will probably fall short of the past year's crop.

The fall seeding was about 15 per cent below the fall seeding last year, and the indications are that the spring seeding will scarcely come up to last spring seeding, with the weather not so very favorable to date.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Wall construction, No. 5368.—Sealed proposals will be received at the United States Engineer Office, War Department, Room 415, Customhouse, Cincinnati, Ohio, until September 9, 1918, for constructing guide walls at Locks Nos. 9 and 10 and guard walls at Locks Nos. 11, 12, 13, and 14, and the partial demolition and rebuilding of a guide wall at Lock No. 14, Kentucky River, Ky.

Medical supplies, No. 5369.—Sealed proposals will be received at the Medical Supply Depot, United States Army, Washington, D. C., until August 17, 1918, for furnishing and delivering the following: Boric acid, nitric acid, phosphomolybdic acid, tartaric acid, adonite, aesculin, arsenious oxide, egg albumen, alcohol, ammonium potassium tartarate, ammoniated mercury, beeswax, calcium phosphate, etc. Refer to Circular No. 854.

Hydraulic turbine, No. 5370.—Sealed proposals will be received by the United States Reclamation Service, Department of the Interior, Denver, Colo., until October 1, 1918, for furnishing a 5,000-kilowatt vertical hydraulic turbine and generator.

Window glass, No. 5371.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until August 19, 1918, for 72 boxes of window glass.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 408 Third National Bank Building.
NEW ORLEANS: 1029 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 191

Washington, D. C., Thursday, August 15

1918

CONTENTS.

	Page.		Page.
British committee to fix cotton prices	609	Market for implements to cultivate tea gardens	616
War Trade Board rulings	609	American and European trade with Argentina	617
Canadian lumber commissioner for Great Britain	610	Italian regulations for rest periods in forestry works	617
Imports of nonessential goods into New Zealand	611	Crop shortage threatened in Honduras	618
Standardized engines for ships	611	Copper development in British Columbia	618
Department of food administration for Brazil	612	China purchases asphaltum for road construction	618
Shortage of motor spirits in New Zealand	612	Canadian Fisheries Association convention	619
Use of steel bicycle tires	613	Government publications for sale	619
Organization of another mining company in Brazil	613	Cotton piece-goods trade of Chungking	620
Work of Swedish Chamber of Commerce of United States	614	Sulphur syndicate in Sicily	623
Manual training schools in Brazil	614	Offices of the Bureau of Foreign and Domestic Commerce	623
American cotton consumption and supplies on hand	615	Foreign trade opportunities	624
Opening of China's first pencil factory	615		

BRITISH COMMITTEE TO FIX COTTON PRICES.

[Cablegram from Consul General Robert P. Skinner, London, dated Aug. 10.]

Board of Trade issues order creating official values committee for dealings in raw cotton, this committee to fix and notify daily official value of cotton. Spot prices ruling in Southern States of United States and in Alexandria taken as basis of official value plus approximate cost of transportation, insurance, placing in warehouse in Liverpool or Manchester, and such profit and other charges as the Board of Trade may from time to time allow. Official value of other growths shall be fixed by reference to cost in country of origin or by reference to official value of nearest grade of American or Egyptian cotton. Maximum price at which raw cotton may be bought or sold shall not exceed by more than 5 per cent the official value last fixed for cotton. All persons who buy or sell raw cotton of any growth shall make return of every purchase or sale.

WAR TRADE BOARD RULINGS.

IMPORTATION OF GUTTA JOOLATONG.

The restriction imposed by the War Trade Board upon the importation of gutta joolatong (variously known as jelutong and pontianac) has been modified in a new ruling (W. T. B. R. 193) to the extent of permitting the importation of a limited amount necessary for essential purposes in this country during the remainder of the calendar year. The amount so licensed will be allocated by the Bureau of Imports of the War Trade Board among manufacturers in accordance with their requirements for the production of commodities essential to the successful prosecution of the war.

ADDITIONS TO THE EXPORT CONSERVATION LIST.

The War Trade Board announces, in a new ruling (W. T. B. R. 196), the addition of the following commodities to the Export Con-

servation List, effective August 15, 1918, bones, shin, thigh, and underground; flour, tapioca X-1.

SHELLAC AND OTHER LACS ON RESTRICTED IMPORTS LIST.

The War Trade Board has, by a new ruling (W. T. B. R. 202), placed shellac, button lac, seed lac, garnet lac, and/or Keerie or refuse lac on the List of Restricted Imports. All outstanding licenses for the importation of these commodities have been revoked as to ocean shipments after August 15, 1918, and hereafter no licenses for their importation will be issued except such as will cover the following:

(1) Shipments from Canada or Mexico by other than ocean transportation.

(2) Shipments from Calcutta between the 1st day of October, 1918, and the 31st day of March, 1919, inclusive, of a total of not to exceed 5,000 tons.

(3) Shipments on vessels of the United States Navy of quantities for military or naval use.

IMPORTATION OF CREOSOTE OIL.

List of Restricted Imports No. 1 has, by a new ruling of the War Trade Board (W. T. B. R. 201), been so far modified as to permit the importation from Japan of 2,000,000 gallons of creosote oil (item 14) during the remainder of the present calendar year.

Licenses for the importation of this quantity of creosote oil from Japan may be issued during the remainder of the present calendar year when the applications are otherwise in order, with the proviso that such oil is shipped on vessels approved for that purpose by the Shipping Control Committee of the United States Shipping Board. The amount so permitted to come forward will be allocated by the Bureau of Imports of the War Trade Board.

CANADIAN LUMBER COMMISSIONER FOR GREAT BRITAIN.

[Canada Lumberman and Woodworker, Toronto, Aug. 1.]

A special lumber-trade commissioner to Great Britain and Europe has been appointed by the government of British Columbia. The new appointee is L. B. Beale, who has spent 16 years in the lumber business in Great Britain and has a practical insight into British building requirements. It will be the duty of Mr. Beale, in his new post, to foster and develop the British and other European markets for the products of the Pacific Coast Province of Canada and to obtain the fullest and most accurate information possible on the outlook and requisitions across the water in regard to timber, more particularly in the lines that British Columbia is able to furnish in abundance. Mr. Beale will get in touch with the Timber Controller in Great Britain and also with the Ministry of Reconstruction.

The British Columbia Minister of Lands, Hon. T. D. Pattullo, in making announcement of the appointment of Mr. Beale, said: "The Government is determined to win for British Columbia its share in the overseas market. If conditions warrant, Mr. Beale will remain in Europe permanently."

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

IMPORTS OF NONESSENTIAL GOODS INTO NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 8.]

There has been much discussion of late in the press of this country relative to the importation of certain luxuries and nonessentials at the loss of space for more essential articles, and in this discussion the following interesting and suggestive table has been published covering the imports of certain articles during the first four months of 1918 as compared with the same period in 1917:

Article.	Jan. 1 to Apr. 30—		Increase (+) or de- crease (—).
	1917	1918	
Brandy.....gallons..	12,253	34,173	+ 21,920
Gin and schnapps.....do..	26,755	51,010	+ 24,255
Rum.....do..	4,935	5,282	+ 617
Whisky.....do..	182,739	337,599	+ 154,860
Wine (fermented).....do..	1,995	3,203	+ 1,208
Wine (still).....do..	34,094	46,510	+ 12,416
Bonfire.....do..	1,037,720	1,468,448	+ 430,728
Hardware.....do..	\$309,050	\$336,450	—\$27,400
Machinery.....value..	\$218,851	\$122,329	—\$96,522
Drapery.....do..	\$340,187	\$287,735	—\$52,452
Crockery.....do..	\$240,580	\$117,012	—\$123,568
Textiles.....do..	\$140,839	\$127,117	—\$13,722
Woolens.....do..	\$1,268,964	\$740,988	—\$527,976

The Acting Minister of Finance is urging the New Zealand people to economize in every way possible covering the consumption of non-essential articles, but because of the exceedingly prosperous times in this Dominion the public do not seem inclined to deny themselves to any great extent, and luxuries and nonessentials are very generally consumed in this part of the world.

STANDARDIZED ENGINES FOR SHIPS.

[Consul Thomas H. Bevan, detailed as vice consul, Glasgow, Scotland.]

The following article on the standardization of marine engines has just been published in one of the leading Glasgow newspapers:

The first size of machinery adopted in the Government's scheme of standard shipbuilding was capable of developing about 2,500 indicated horsepower under normal conditions and about 3,000 horsepower for a short period in an emergency. The designs were prepared and issued to the contractors within a few weeks of the instructions being issued to the leading firms, and the first vessel fitted with standard engines was ready for sea within eight months of the order being placed. The program has now been extended to include larger vessels of greater power and also vessels down to the coaster size. But the number of types of engines has been kept down to the minimum. They do not exceed half a dozen, as engines of the same size are being fitted in many different types of vessels, which are built specially to suit particular trades.

Experience has proved the real advantages of standardized machinery. For instance, engines and boilers have frequently been transferred from one firm to another in order to expedite delivery. In many cases where engines and boilers have been damaged by enemy action they have been replaced without loss of time by standard engines and boilers ready to hand, thus greatly expediting the completion of repairs. In many cases, too, a part of an engine has been sent from one firm to another to expedite the completion of a particular set of machinery.

Perhaps one of the most important advantages of the standardization of merchant-ship engines is that it has enabled the labor and plant of a number of inland firms to be utilized. A large number of these firms are now making standard engines. A further development has been the grouping of firms into classes, each of which concentrates its efforts on a few sizes of machinery best suited to its workshops and plant. This enables these firms to go in for repetition work extensively and to obtain a very high output.

DEPARTMENT OF FOOD ADMINISTRATION FOR BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 21.]

The Government of Brazil has found it necessary to consider the placing of restrictions upon the exportation of its food products, in order to stabilize the commercial situation of the country, and to relieve the burden of the high cost of living. By Decree No. 13069, of June 12, 1918, the President of Brazil authorized the creation of a department of food administration, to consist of a commissioner, and such other assistants as may be deemed necessary. The duties of this department are:

(a) To investigate weekly the supply of foodstuffs and other products of prime necessity stored in warehouses and other depositories, in order to determine the quantity, quality, and origin of the goods;

(b) To ascertain the cost of production of these products, the buying prices at the centers of production or upon entering the markets, and the selling prices to consumers;

(c) To purchase these products, if it be necessary, or to requisition them for the sake of the public need, in accordance with the exigencies of the present state of war, and to make a suitable distribution thereof;

(d) To enter into agreements with the warehouses for the sale of such products in stipulated quantities and at fixed prices, or to establish warehouses to the same end;

(e) To assist workmen's cooperative organizations in every way possible in order that their objects may be attained;

(f) To take whatever other steps that may be necessary to the establishment of an equitable balance between the requirements of exportation and those of domestic consumption.

The Minister of Finance shall not permit the exportation of such of these products except upon consent of the Department of Food Administration.

SHORTAGE OF MOTOR SPIRITS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 8.]

There is a marked shortage of benzine, gasoline, and other motor spirits in New Zealand, which is interfering to some extent with minor industries in the country, especially dairying and farming interests, since it is difficult to secure sufficient supplies to operate dairy and farm machinery that is now being operated extensively by gasoline motors.

The wholesale prices at the important ports average about \$5.72 per case of 10 gallons, but owing to the shortage double this price is asked at retail in some parts of the country.

It is estimated that in 1914 there were about 10,500 motor vehicles in the Dominion, while at the end of 1917 there were about 21,000, with imports of gasoline, benzine, and motor spirits at 6,840,975 gallons in 1914, with only an increase of about one-third for 1917, to say nothing of the increase in the number of internal-combustion engines put in use during that period.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

USE OF STEEL BICYCLE TIRES.

[Consul General Marlon Letcher, Christiania, Norway, June 26.]

The following article describing a substitute for pneumatic bicycle tires involving the use of steel springs, which is reported as having been invented in Sweden and its utility successfully demonstrated before the Swedish Automobile Club at Stockholm, appeared in the *Morgenbladet* (Christiania) of June 25, 1918, and is being transmitted as of possible interest to the bicycle industry. A translation of the article mentioned is as follows:

It is no longer pleasant to be the owner of a bicycle. From the prohibition to sell new bicycle tires to none others than such persons as are able to deliver up old tires, our bicycle dealers have obtained orders cutting off entirely the sale of bicycle tires. In case a person desires to obtain a pair of tires now, it is necessary to buy the bicycle as well, which may amount to a serious matter. The Swedes are suffering from a lack of rubber, but they now think that they have found a practical substitute, at least for bicycle tires.

Several days ago it was announced that a demonstration had taken place at the Swedish Automobile Club at Stockholm, and the invention proved to be so adaptable and simple that the wonder is that it had not been thought of long ago. The old rubber foundation was replaced by a thin strip of hardened steel, which rested on springs fastened into the rim of the wheel. An elasticity is hereby obtained which is quite comparable with that of the rubber tire. The sharp edges of the steel tire prevent skidding. The new tire will not cost more than 15 crowns (\$4.02), with the additional saving of expenses connected with the repairs of punctures. The durability of the steel is practically limitless, and the Swedes think they are justified in placing great hopes in the success of the new substitute.

It might be noted that interest is added to the reported Swedish invention of steel springs as a substitute for pneumatic tires by the fact that a similar article was recently reported to be in use in Germany and to have been one of the manufactures on display at the Leipzig spring fair of the present year.

ORGANIZATION OF ANOTHER MINING COMPANY IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 6.]

Due to the impetus given by the war to mining operations in Brazil, especially in manganese, coal, and mica mines new corporations are constantly being formed.

Recently the director of the geological service sent engineers into the Gandarella District of the State of Minas Geraes, which is reported to contain rich deposits of various minerals, of which lignite is said to be the most important by reason of its proximity to the rich iron deposits of the State of Minas Geraes. The commercial value of these deposits has, however, thus far not been determined, so it is impossible to estimate to what extent they will figure in the possible future development of the iron and steel industry in Brazil.

The Companhia Industrial de Gandarella, a corporation, with headquarters at Rua Visconde de Inhaúma, 80, Rio de Janeiro, Brazil, has just been incorporated for the purposes of exploiting deposits of lignite, coal, iron, manganese, marble, and other minerals in the "Gandarella" property situated in the municipality of Santa Barbara, State of Minas Geraes.

The company is incorporated for 3,000 contos (\$750,000 in American currency), and may be increased to 5,000 contos (\$1,250,000) by a general stockholders' meeting. Of the initial capital stock 2,500 contos (\$625,000) is represented by property and 500 contos (\$125,000) by cash subscribed. The stockholders are Brazilians.

WORK OF SWEDISH CHAMBER OF COMMERCE OF UNITED STATES.

An organization whose work is attracting the attention of American business men is the Swedish Chamber of Commerce of the United States of America, with its central bureau located in the Produce Exchange Annex, New York City. Its object is to foster and protect commercial and other relations between Sweden and this country, to obtain and disseminate information of interest to both nations, to adjust differences, and to promote an enlarged and friendly intercourse. It is the second largest Swedish chamber of commerce in any foreign country, having 760 members, as compared with 840 for the Swedish Chamber of Commerce for the United Kingdom, in London. The membership has increased very rapidly during the last two or three years, and the usefulness of the organization has been correspondingly augmented.

The chamber publishes a Swedish-American trade journal, which is ordinarily of 32 pages. Swedish and American business men are put in touch with one another, trade inquiries of all sorts are answered, mercantile reports are furnished, an arbitration committee is prepared to settle disagreements, a clerks' employment register is maintained, and a reference library is available for the use of members.

The chamber has recently published a book of 144 pages entitled "Sweden-America," which contains many illuminating articles with reference to trade relations, the resources, life, and culture of Sweden, and the contribution of persons of Swedish lineage to the development of the American Republic. In the following words are expressed the keynote of this publication and the spirit that animates the activities of the chamber: "There is so much in common between the peoples of the two countries that it only remains for them to have a fuller knowledge of one another to bring about a development in their mutual relationship that shall make for a closer union of their commercial, economic, and social aspirations."

The secretary and general manager of the Swedish Chamber of Commerce of the United States of America is Mr. Oscar G. Marell.

MANUAL TRAINING SCHOOLS IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 26.]

By decree No. 13064, of June 12, 1918, the President of Brazil has approved the regulations drawn up by the Minister of Agriculture, Industry, and Commerce for the establishment of manual training schools, maintained by the Federal Government, in every State of the Republic and in the Federal District.

Each school is to include five workshops equipped in accordance with the prevailing industries of the surrounding district, and each will offer two courses, one in designing, prescribed for all students, and the other a primary course for those who do not present certificates of graduation from some State or municipal school.

The normal period of training will be four years, and students will be admitted between the ages of 10 and 16. The staff of each school will consist of a director, a clerk, a professor for each of the above-mentioned courses, and a foreman for each workshop.

AMERICAN COTTON CONSUMPTION AND SUPPLIES ON HAND.

The amount of cotton consumed in the United States during July, 1918, was 541,792 bales, compared with 537,823 bales for the corresponding month of 1917. The consumption for the year ended July 31, 1918, amounted to 6,591,336 bales, compared with 6,788,505 bales for the preceding year. The cotton on hand in consuming establishments on July 31, 1918, was 1,465,384 bales, against 1,501,916 bales at the corresponding date last year; and the quantity in public storage and at compresses was 1,764,873 bales, against 888,257 bales last year. These statistics, which were compiled by the United States Bureau of the Census, are given in running bales, counting round as half bales, except foreign cotton, which is in equivalent 500-pound bales. The monthly figures include 11,458 bales of foreign cotton and 5,705 bales of sea-island consumed, 62,714 bales of foreign and 20,001 bales of sea-island held in consuming establishments, and 48,213 bales of foreign and 36,494 bales of sea-island held in public storage.

Linters not included above were 106,361 bales consumed during July in 1918 and 85,733 bales in 1917; 138,342 bales on hand in consuming establishments on July 31, 1918, and 112,972 bales in 1917; and 236,118 bales in public storage and at compresses in 1918, and 230,687 bales in 1917. Linters consumed during the 12 months ended July 31 amounted to 1,116,385 bales in 1918 and 869,702 bales in 1917.

Import and Export of Cotton and Linters—World Statistics.

Imports of foreign cotton during July, 1918, reached 24,381 bales, an increase of 13,944 bales over the corresponding month of 1917. The imports for the year ended July 31, 1918, were 220,596 bales, compared with 291,957 bales the previous year.

Shipments of domestic cotton and linters to foreign countries amounted to 218,877 bales during July, 1918, and 271,597 bales in 1917. For the year ended July 31, 1918, the exports were 4,476,124 bales, compared with 5,739,009 bales the preceding year. These figures include 16,802 bales of linters exported during July in 1918 and 19,176 bales in 1917, and 187,704 bales for the 12 months ending July 31 in 1918 and 436,161 bales in 1917.

The world's production of commercial cotton, exclusive of linters, grown in 1917, as compiled from published reports, documents, and correspondence, was approximately 17,410,000 bales of 500 pounds net, while the consumption of cotton (exclusive of linters in the United States) for the year ending July 31, 1917, was approximately 20,180,000 bales of 500 pounds net.

OPENING OF CHINA'S FIRST PENCIL FACTORY.

[Consul M. F. Perkins, Shanghai, June 27.]

The official opening of the pencil factory of the China Pencil Co. (Ltd.), an Anglo-Chinese venture, with a nominal capital of \$100,000 Mexican (\$80,000), has just taken place. The machinery installed is from Japan, and the factory is in charge of a Japanese expert. The present output is estimated at 100 gross daily, and it is expected that 200 gross will be reached. The general impression is that the output compares favorably with the products of enemy manufacture which have in the past held this market. At present it is only proposed to manufacture a few grades of pencils, but in the future it is expected that colored and copying pencils will be turned out.

MARKET FOR IMPLEMENTS TO CULTIVATE TEA GARDENS.

[Consul General James A. Smith, Calcutta, India.]

This consulate general has had some correspondence with managers of tea gardens in Assam on the subject of their requirements of machinery for the cultivation of tea. The following is taken from a letter recently received here from the manager of one of the large tea estates in Assam:

I am specially interested in agricultural machinery of all kinds suitable for tea-garden cultivation. You are no doubt aware that the tea bushes are planted out 4 to 5 feet apart in rows. The bushes meet at the top. Coolies with hand hoes cultivate between the rows, turning up the soil. During the rains we give what we call light hoeings; that is, just turn the soil to a depth of 2 to 3 inches, burying the jungle. This hoeing is done from April to October and costs us about 1 rupee 12 annas (\$0.56) an acre. Then we commence with our deep hoeing, which means digging to a depth of 8 inches at least. This work costs us about 3 rupees an acre. Every 50 to 60 feet apart we have drains 2 feet wide and 4 feet deep. With the growing scarcity of labor tea planters are finding it difficult to cultivate their estates, and it is time we had some cheap, reliable, foolproof cultivators to do efficiently and at a reasonable cost the work that is being done by the coolies in the hoeing line. My object in writing to you is to inquire whether you can not depute a reliable agricultural engineer to come out to India and see for himself the local conditions and give us something which will be of use to us. Planted as tea bushes are, the ordinary mechanical cultivators that are in the market will not do. They are too cumbersome, complicated, and expensive. We want a machine which can be handled by an intelligent coolie in the same way that we teach them to handle steam engines. The cultivators should not have a dragging motive in the soil such as an ordinary plow has, as that will disturb the roots, but, say, an anglerlike movement that will enter and come out of the soil, turning it over completely at the same time. It should imitate the action of the hand hoe. The following are what we require for cultivation:-

(a) A handy mechanically driven machine that will effectively cultivate between the tea bushes in all kinds of soils to a depth of 2 to 8 inches.

(b) A ditching plow that will make drains up to 2 feet wide and 3 to 5 feet deep.

(c) A plucking machine for plucking the tea leaves.

Besides the above there are a lot of other implements that planters would like to have, and I am sure that if a capable agricultural engineer visited the tea districts, he would be able to give us a lot of useful things. We are very backward in tea as to the use of up-to-date implements.

The Requirements of the Market.

When Mr. George F. Mitchell, the supervising tea examiner, was in Calcutta last year he called the writer's attention to the opportunities for the sale of American agricultural machinery in the tea districts around Darjeeling and in Assam. The correspondence that this office has had with tea estates has been carried on with a view to ascertaining their requirements more definitely. The above-quoted letter gives very definite information as to these requirements. The very extensive tea gardens in this section of India certainly offer a market for a very considerable quantity of machinery of the proper kind, and it appears to this office that, if the attention of manufacturers in the United States of agricultural machinery is called to this matter, some one of them will be quite ready to send a representative here to go into the matter more thoroughly from a technical standpoint with the tea planters. Not much can be done by correspondence, because the tea planters are interested in going into the technical details of the matter, and this could hardly be done by correspondence. This office will be glad to assist any representative of American manufacturers who is sent here to get in touch with the managers of the tea gardens in this section of India.

AMERICAN AND EUROPEAN TRADE WITH ARGENTINA.

[Consul General W. Henry Robertson, Buenos Aires, Argentina.]

A recent issue of the Review of the River Plate contained the following translation of an article that appeared in *La Razon*, another Buenos Aires publication. The article dwelt principally of the increased interest manifested by American exporters in the Argentine market since the beginning of the war. It says, in part:

Since the war started one of the matters to which the Government and business men of the United States have devoted considerable attention has been that of creating new and more intense economical vinculations with the countries of South America, and especially our own. * * * It is thus that in 1914, 1915, and 1916 the figures of South American trade with the great emporium of the North advanced prodigiously, absorbing first of all the German trade. The difficulties of navigation and the "black list" brought about a complete inhibition of commerce between Germany and South America. This situation was more taken advantage of by North American industries than by those of the European countries engaged in the war. Hundreds of commercial, banking, and industrial delegates came to these countries to study their customs and necessities, to observe their social characteristics, to establish industries, and to radicate agencies for the placing of capital and the sale of their products.

The North Americans had always to contend with various factors in their struggle for the success and the implantation of their commercial policy. In the first place, foreign trade is the work of time. In order to promote and to maintain it between the peoples of South America and those of Europe, there has always existed a double current in its favor. European necessity of our meat and our grain, as also of other products of our rural industries, and the constant demand of the European communities in our midst for the industrial and commercial products of their respective countries of origin. It is thus that British, French, German, or Italian trade always found the greatest assistance at the start from the numerous communities of those nationalities, which supported it at its beginnings and which later, imported their tastes or their examples to their own homes and to those of their neighbors. The North American has not had this appreciable ethnical circumstance in his favor, because his immigration has always been very limited in the River Plate. It was necessary that the war should break totally the ties of the past in order to engender a new and positive direction of the fundamental currents of our imports and exports. Necessity has imposed new routes.

If the Americans wish to retain the trade which they now have and to extend it so as to occupy a prominent place in the Argentine trade statistics, it is necessary that they should concern themselves with attending to Argentine necessities at this precise instant, when our commercial life is going through a period of veritable affliction. The best *reclame* which they can make for their products and for their commercial organization is to arrive when others are not arriving; to attend to business when others are neglecting it; thus they will create and strengthen the current which has set in. Otherwise, when the times become normal, few arguments will remain in their favor. We are well aware that when peace comes and when everyone contributes to satisfy international commerce, little account will be made of the gratitude which satisfaction given in difficult hours ought to engender, but on the other hand much can be gained by instituting a habit, and if our people or our traders become habituated during these current years to the use and the consumption of American articles, it is not too much to assert that those articles will remain as a permanent conquest. And in order further to strengthen this conquest nothing could be better than to facilitate credit and to provide the shipping required for our traffic.

Italian Regulations for Best Periods in Forestry Works.

Consul General David F. Wilbur reports from Genoa that a recent ministerial decree provides that in all forestry works in course of operation that have been declared auxiliary establishments, work is obligatory, even on holidays. The turns of rest of 24 hours every 15 days are to be arranged so that the works shall not suffer interruption.

CROP SHORTAGE THREATENED IN HONDURAS.

[Consul Francis J. Dyer, Tegucigalpa, July 29.]

Unless Honduras, and especially the southern part of the country, gets considerably more rain the crops will be a failure, and the people will suffer for food.

Crops last year were generally good, but in a section around the Bay of Fonseca on the south there was a shortage, and some foodstuffs have been imported from Nicaragua.

There are three Departments between Tegucigalpa and the north coast where the crops at present are not so far along as they should be, but it is hoped that more rain may come in time to save them. Around Tegucigalpa conditions seem to be satisfactory. From a point about midway between Tegucigalpa and San Lorenzo, or from the coast about 50 miles inland, corn has been planted a third time in places because of insufficient rain. Observations have indicated that usually the quantity of rain during the first half of the rainy season equals that which falls during the latter half of it. This would give grounds for the fear that the food crops of corn, rice, and beans will be practically a complete failure this year; but of course there is time enough to secure crops if the rains come. Should crops fail there will be inevitably much suffering.

COPPER DEVELOPMENT IN BRITISH COLUMBIA.

[Consul B. M. Rasmussen, Fernie, British Columbia, Canada, Aug. 7.]

The development of ore mining in eastern British Columbia shows a steady progress. The Canada Copper Corporation has just about completed its development work on mines located near Princeton, British Columbia, and operation is scheduled to start shortly. To indicate the extent of this undertaking it may be stated that the cost of equipment, electrical installation, and railroad construction will exceed \$3,000,000.

Miles of road for wagons and automobile trucks have been constructed to the mill near Princeton, where a sawmill having a capacity of 18,000 feet daily has been built. Excavating has also been done for a foundation for a concentrating plant, with a capacity of 2,000 tons daily, and timber that will enter into its construction has been prepared.

It has required years of work to make the vast copper deposit on Copper Mountain available. A double-track tunnel penetrates the mountain for half a mile, where it is raised to the surface through a shaft 1,000 feet deep. The property is now said to be in a condition to yield its resources on a large scale at the minimum of expense.

CHINA PURCHASES ASPHALTUM FOR ROAD CONSTRUCTION.

[Consul M. F. Perkins, Shanghai, June 7.]

The Shanghai Municipal Council (International Settlement) has accepted the offer of an American company to supply 150,000 gallons of asphaltum, delivery immediately upon arrival, at the rate of 0.43 taels (\$0.473) per gallon, based on a freight rate of \$40 per ton, with minor fluctuation in the price proportionate to the increase or decrease in the freight rate.

CANADIAN FISHERIES ASSOCIATION CONVENTION.

[Consul General Evan E. Young, Halifax, Nova Scotia, Aug. 8.]

The convention of the Canadian Fisheries Association was held at Halifax from August 6 to 8, inclusive, and a number of reports and brochures were presented which throw light on the Canadian fishing industry and especially that of Nova Scotia.

At the convention the question of improving the various phases of the fishing industry was discussed, including the relative advantages and expense of the different methods of fishing, such as hand-lining, using trawlers, and shore fishing, securing of bait (which has been plentiful this season), and the marketing of the fish.

The war has cut off a number of the markets. For more than 50 years the export of dried fish to the islands of the West Indies and South American countries has been one of the most profitable of provincial trades. Recently Spain, Portugal, and the Italian Mediterranean ports have been purchasers in this market, and, until the beginning of the submarine campaign, were taking increased quantities every year.

The entire coast line of the Maritime Provinces (New Brunswick, Nova Scotia, and Prince Edward Island) from the Bay of Fundy to the Straits of Belle Isle, covers a distance of 5,600 miles. These waters are abundantly stocked with fish of 20 varieties, the more important being mackerel, haddock, and herring.

Importance of Nova Scotia Fisheries.

In 1912-13 the value of the fisheries of Nova Scotia was estimated at \$7,384,055, nearly one-third of the value of the total Canadian catch. In January of the current year the value of the provincial fisheries was estimated at \$10,092,000, an increase of \$2,707,945, this in spite of the fact that the fishing fleets had been partially crippled by the enlistment of men belonging to the seashore towns. The increase in the value of the products of the fisheries is of course partially accounted for by the rise in price. The price of green fish has increased from \$2.75 to \$12.75 per quintal in the last 30 years and during the past four years the increase has been especially marked.

GOVERNMENT PUBLICATIONS FOR SALE.

The following publications were among those received in stock for sale by the Superintendent of Documents at Washington during the week ended August 10:

Tariff Systems of South American Countries (Tariff Series 34, Bureau of Foreign and Domestic Commerce, reprint).—Covers the tariff systems in Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, and Venezuela, with comparisons. Price, 25 cents.

Saving Coal in Boiler Plants (Mines Bureau Technical Paper 205).—Covers "What can be done in saving coal"; "How heat is lost and coal wasted"; "Ash-Pit Loss"; "Losses from incomplete combustion." Price, 5 cents.

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COTTON PIECE-GOODS TRADE OF CHUNGKING.

[Consul G. C. Hanson, Chungking, China.]

Chinese Maritime Customs figures showing the import of cotton goods into the treaty port of Chungking do not cover by any means the entire import trade into Szechwan Province in this line of goods, for there are other distributing centers in the Province on the Yangtse, notably Wanhhsien, where cotton goods coming from down river are landed and sent inland. There is also a considerable amount that passes through the native customs near Chungking, which, of course, is not recorded by the Maritime Customs. However, despite this, the Maritime Customs figures are indicative of the movements of this trade as a whole and are used in this report to show the volume of the trade and the reasons for its recent decline.

Imports of Cotton Piece Goods and Yarn.

The cotton piece goods imported through the Maritime Customs at Chungking for the years 1913 to 1917, inclusive, were as follows:

Cotton piece goods.	1913	1914	1915	1916	1917
	<i>P e r s.</i>	<i>P i e c e s.</i>	<i>P i e c e s.</i>	<i>P i e c e s.</i>	<i>P i e c e s.</i>
Shirtings, gray, plain.....	14,482	87,668	124,735	65,374	68,911
Sheetings, gray, plain.....	22,082	4,620	12,883	2,100	1,370
Shirtings, white, plain.....	225,050	172,932	182,023	177,017	228,832
Drills:					
Foreign.....	6,445	2,023	3,950	4,173	1,900
Chinese.....	35,350	58,674	82,672	42,280	52,790
Chintzes and plain cotton prints.....	12,309	16,781	12,537	12,402	20,214
Cotton Italians, plain:					
Fast black.....	37,508	14,649	10,501	11,684	13,894
Colored and figured.....	155,379	81,338	63,620	19,893	24,021
Cotton venetians, plain:					
Fast black.....	13,821	17,363	4,569	3,003	3,394
Colored and figured.....	23,890	40,600	21,333	14,364	15,166
Cotton lastings.....	16,010	4,722	408	1,560	4,085
Velvets and velveteens.....	213,531	134,041	122,536	78,798	117,277

a Yards.

To study the cotton-goods situation in this Province it is also necessary to consider the cotton-yarn trade that passes through Chungking, for the latter has affected the former in recent years and will continue to do so in the future. The imports of Indian, Japanese, and Chinese cotton yarns for the years 1913 to 1917, inclusive, were:

Cotton yarn.	1913	1914	1915	1916	1917
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Indian.....	20,753,000	19,376,000	19,676,667	16,287,733	17,817,200
Japanese.....	5,079,466	13,113,333	7,497,733	2,668,667	2,060,133
Total foreign.....	25,832,466	32,489,333	27,174,400	18,956,400	20,777,333
Chinese.....	17,311,000	28,852,666	25,676,667	25,869,067	33,975,200
Grand total.....	43,144,466	61,341,999	52,851,067	44,825,467	54,752,533

Increased Use of Native Goods.

The cotton piece-goods trade of Chungking is in the hands of Chinese firms almost exclusively, and these firms buy in Shanghai.

American and British goods are being pushed from the market by native goods, the trade in American piece goods having become so small that they are no longer listed separately by the customs.

During the closing months of 1912 the Province began to show signs of having recovered somewhat from the disturbed conditions due to the first revolution, which broke out in October, 1911, and the cotton goods merchants, although the trade was small, made substantial profits. Imports of Chinese cotton yarn gained at the expense of the foreign article.

In 1913 the import of foreign cotton goods generally increased, and white plain sheetings made a good gain. Although imports of Indian and Japanese yarn showed increases, arrivals of native yarn fell off considerably, this latter fact being due to the still unsettled conditions in the Province away from Chungking.

Review of Cotton-Goods Trade for 1914.

The 1914 figures for both cotton goods and yarn are indicative of the ultimate fate of the foreign cotton-goods trade in this Province.

The import of all classes of cotton piece goods, with the exception of chintzes and venetians, showed a marked falling off. Prices were high, but there was no large demand in the interior, where native weaving was showing signs of development. Chintzes and venetians can not be manufactured locally, and since the latter article resembles Chinese satin in appearance, it is, especially the figured variety, much affected by those who are anxious to make a certain display in dress but are unable to afford silk clothing. The figures show that the desire to adopt foreign style was disappearing.

Native drills increased from 35,390 pieces imported in 1913 to 58,674 pieces imported in 1914, showing that the Chinese manufactured article, because of its cheapness, was forcing the foreign article from the market. Japanese cotton yarn, partly owing to a temporary drop in the price at Shanghai during the early summer, did very well in 1914, 13,113,333 pounds being imported, as against 5,079,466 pounds in 1913. The Indian variety, on the other hand, showed a steady decrease from 43,733,333 pounds in 1909 to 19,376,000 pounds in 1914, and dealers predicted that, owing to the successful competition of the native article, Indian yarn would soon disappear from the market. Chinese yarn increased from 17,311,600 pounds in 1913 to 28,852,666 pounds in 1914, making a gain of 11,541,066 pounds. This is striking evidence that the Chinese were using their own yarn in the local manufacture of cotton goods.

Chinese Drills Gain Over Foreign Product.

In 1915 foreign shirtings, sheetings, and drills did well, while all the other items declined. The increase in drills was too small to be indicative of any return to favor of that foreign commodity, and it was clearly evident that Chinese drills, which had increased from 58,674 pieces in 1914 to 82,672 pieces in 1915, had taken the place of them in this Province. Italians and venetians had lost their popularity, for complaint was made that the quality of the material had deteriorated and that they were unable to compete favorably with a native cloth of this style. Chinese drills made another giant stride forward at the expense of the foreign article. In 1915, owing to a

boycott of Japanese goods, Japanese yarns fell off and Indian yarn gained a better footing in the market in the latter half of the year, otherwise a further decline would have been registered against it in the year's customs returns. The amount of Chinese yarn imported was practically equal to the total import of Indian and Japanese yarns. If the Chinese factories had been able to meet the sudden demand during the Sino-Japanese negotiations the figures would have been still more in favor of the Chinese yarn.

Dealers in Cotton Manufactures Prosper During 1916.

In 1916 nearly every description of foreign cotton goods showed a decline from the previous year's level. The most prominent decreases were in plain gray shirtings, figured cotton italians, velvets and velveteens, and Indian and Japanese yarns. While one reason for the decline was the dislocation of trade due to political conditions, native competition largely entered in. It was evident that Chinese cotton yarn was being imported in large quantities and showed a tendency to increase at the expense of Indian and Japanese yarns. Chinese drills again showed their ability to replace foreign drills, and Chinese cotton cloth was successfully competing with foreign italians and lastings. The cotton dealers were said to have had a fairly good year and to have made considerable profits on what they sold, but they had great difficulty in getting stocks.

Large quantities of cotton goods were sent into the interior to be disposed of there in order to profit by the favorable exchange, for at that time 900 taels in the interior yielded 1,000 taels at Chungking. This was due to the demand for money in the interior with which to purchase goatskins and other exports and to its scarcity, due to the insecurity of roads rendering the movement of silver difficult. It was found profitable to send cotton goods into the interior and to purchase drafts on Chungking with the money derived from the sale. Chinese cotton drills decreased from 82,672 pieces in 1915 to 42,280 pieces in 1916. This serious falling off must be ascribed entirely to the difficulties of importation, and there is little doubt that, if the year had been a normal one, the figures for Chinese cotton yarn would also have been very much larger than they were.

Imports of Foreign Goods Increase in 1917.

In 1917 foreign cotton goods, such as gray and white shirtings, chinizes, and plain cotton prints, gained. The effect of the competition of Chinese drills in this market was shown by the further decline of foreign drills and the increase of the Chinese article. In fact, it might be said that foreign drills were practically driven from this market in 1917. Arrivals of Indian and Japanese yarns increased contrary to expectation, while imports of the native article declined. This is partially explained by the fact that a considerable portion of the imported native yarn was reexported from Chungking to Shanghai because of high prices caused by the speculators, who attempted to corner the market at that port. The first merchants who reexported made money, but others who imitated their example landed their goods after the speculative venture had collapsed and suffered losses. Cotton yarn is not consumed at Chungking but is

forwarded into the interior for spinning in the homes of the natives. Unfavorable political conditions and brigandage prevented many shipments from being made and caused high prices at interior points. That the 1917 import figures showed an increase over those of 1916 was pleasantly surprising.

Demand for Finer Grades of Foreign Piece Goods.

By way of summary, it might be stated that a demand still exists in this market for the finer grades of foreign cotton goods, which the Chinese can not make, but does not exist for foreign goods of coarse varieties, for the latter can not compete with the Chinese, goods of this kind. A prominent British firm has lately commenced the importation of Manchester goods, thereby cutting out the Chinese middleman. This firm does not expect to do much before the war in Europe ceases because of high prices and lack of ocean space, but it is confident that there is money to be made in importing the finer grades of foreign piece goods, despite the competition of native and Japanese mills, which have the advantage of cheap labor and lower freight rates due to nearness to the market. As there is no American firm here which could represent American piece goods houses, attempts to establish American goods in this market can only be made from Shanghai or Hankow. However, the interest the British are taking in this market should be a hint to American firms interested in the cotton-goods trade of China to make an investigation of this potentially profitable market.

SULPHUR SYNDICATE IN SICILY.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

The report that accompanies the draft of the bill for granting an extension of 12 years to the syndicate interested in the sulphur production of Sicily intimates that such extension has been asked for in order to protect the principal industry of Sicily, which is confronted with greater foreign competition at a time when not only larger quantities of the product are needed for explosives but labor for working the mines is scarce. It is believed that the intensifying of the Japanese production, the discovery of deposits in northern Africa, and the very considerable American output constitute a serious menace to the native industry. In view of the situation, therefore, it is believed that by extending for 12 years the rights of the syndicate, whose special work it is to combine and regulate the efforts of the individual producers, efficient means will be adopted for meeting the competition of the future.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG. Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Belts.....	27326	Slates and pencils.....	27322
Cotton goods.....	27320, 27325	Steam engines.....	27324
Electrical machinery.....	27324	Steel dies.....	27319
Gloves, cotton.....	27325	Tin.....	27321
Mining machinery.....	27323	Tools.....	27326
Oilcloth.....	27328	Watches.....	27327
Oil extracting machinery.....	27329		

27319.†—A firm in England desires immediately for the British market American steel dies for the drawing of larger cables and wire. References are given.

27320.*—A man in France desires to represent American manufacturers of cotton goods. Correspondence may be in English. Reference.

27321.*—A firm in Spain desires an agency for the sale of sheet tin for manufacturing preserve cans. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27322.*—A local traveling merchant in South Africa wishes to be placed in communication with manufacturers of framed school slates and pencils. In order that time may be saved he desires to receive samples of leading lines with prices, discounts, etc.

27323.*—A mining company in Mexico desires to purchase one medium and one small concentrating table and parts thereof, to be packed so as to be easily taken down to be placed on mule back or wagons; gross, tare, and net weights must be shown on boxes; to be shipped by freight to Fort Hancock, Tex. Quotations should be given c. i. f. Fort Hancock. Correspondence should be in Spanish. Reference.

27324.*—A firm in Siberia, intending to establish an electric power plant, desires to purchase electric and steam engines, dynamos, armatures, etc. Quotations should be made f. o. b. Terms of payment will be cash. Correspondence should be in Russian.

27325.*—An agency company in Spain desires to represent American manufacturers of cotton gloves and cotton piece goods. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27326.*—A man in France wishes to secure an agency for the sale of belts and small tools. Correspondence may be in English. Reference.

27327.*—A man in northern Italy desires an agency for the sale of ordinary watches of various sizes and descriptions. Cash will be paid. Correspondence may be in French or Italian. Catalogues are requested.

27328.*—A firm in Spain desires to secure agencies from American manufacturers of oilcloth, with or without glaze. Credit terms of from 60 to 90 days are preferred. Correspondence may be in English. References.

27329.†—A firm in Norway desires to purchase machines with capacity of 5,000 to 25,000 kilos per day, for the extraction and refining of oils from copra, cotton seed, linseed, soya beans, groundnuts, sheanuts, etc. Plans, full description as to the space each machine will require, power needed, etc., are desired.

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Washington, D. C., Friday, August 16

1918

CONTENTS.

	Page.		Page.
Rubber imports permitted during August and September	625	Possibilities of the Philippine cordage industry	634
List of prohibited imports for British Guiana	625	Census of white population of South Africa	635
Importation of garlic from Italy	626	Development of the iron industry in Brazil	636
Growth of industries in Norway and Sweden	626	Proposed change in Italian drainage law	637
Cork harvest in Tunisia	626	South African market for cream separators	638
Employment of electric power in Zurich District	627	Ostrich feather market of Port Elizabeth	639
Branch of Russian export chamber in Stockholm	627	Gloves from whale intestines in Norway	639
New aids to navigation in Alaska	629	Special commendation for lighthouse employees	640
Trade opportunities in France	629	Norway's fuel supply sufficient	640
Madagascar graphite situation	630	Market for patented locks in Spain	640
The bollworm in Brazil	631	Offices of the Bureau of Foreign and Domestic Commerce	640
Importation of Italian marble	631		
Swedish foreign commercial agents	632		
Jurisdiction of "Captain of the Port" in Mexico	633		

RUBBER IMPORTS PERMITTED DURING AUGUST AND SEPTEMBER.

After a study of the situation regarding supplies of crude rubber in this country, rate of consumption, and related matters, and after consultation with the War Industries Board, the War Trade Board has decided to permit importation of crude rubber during the months of August and September at the rate tentatively fixed for the quarter ending July 31, 1918, viz, 100,000 tons per annum (W. T. B. R. 106).

The amount of crude rubber to be licensed for importation from overseas during the months of August and September has, therefore, by this ruling of the War Trade Board (W. T. B. R. 197), been limited to 16,666 tons. This amount will be allocated by the Bureau of Imports of the War Trade Board along the general lines of the previous allocation, certain changes therein having been made to take care of new manufacturers and increased Government requirements.

LIST OF PROHIBITED IMPORTS FOR BRITISH GUIANA.

In addition to the list of prohibited imports adopted on June 6 and published in COMMERCE REPORTS for July 9, including motor and other vehicles, musical instruments, and furniture, the importation from North America of other goods is now prohibited, viz, traveling bags, trunks, and valises; baskets of all kinds; chinaware or porcelain; earthenware and pottery; glass and glassware of all kinds; perfumery of all kinds (including perfumed spirits); plate and plated ware; and toys.

The proclamation establishing the above prohibitions, dated July 12, appears in the Official Gazette of July 13, and a copy was forwarded by Consul G. E. Chamberlain, Georgetown.

[Lists of prohibited imports have been announced for the Windward Islands, Trinidad, and the Leeward Islands. See COMMERCE REPORTS of July 19, 22, and 24.]

IMPORTATION OF GARLIC FROM ITALY.

List of Restricted Imports No. 1, under which (Item 77) the importation of garlic from Europe was prohibited, has been so modified by the War Trade Board in a new ruling (W. T. B. R. 203) as to permit the importation from Italy of garlic from the 1918 crop. Licenses for the importation of garlic from Italy may, therefore, be issued until January 1, 1919, where the applications are otherwise in order. The reason for the earlier prohibition of imports of garlic was founded upon the general policy of the War Trade Board to discourage imports of food products from Europe in order to retain such commodities for consumption at home and thereby save tonnage, and to conserve arable land in Europe for the production of crops for home consumption. As it appeared through representations of the Italian Government that losses would be inflicted upon certain districts in Italy where garlic is largely produced by inability to dispose of this crop, which had already been put in, the War Trade Board decided to relax the restriction to the extent of permitting importations from this year's crop on the understanding that the acreage of the next crop will be restricted in order that the land may be devoted to produce food for home consumption.

GROWTH OF INDUSTRIES IN NORWAY AND SWEDEN.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 6.]

A number of new plants will be built in connection with extensions in several branches of industry in Moss, Norway, in spite of all the difficulties with which the industries have to contend and the increased difficulties of securing raw materials.

The war has created a number of new industries in Sweden, many of which, however, will probably disappear as soon as normal conditions again "set in." It is gratifying, therefore, when an enterprise arises which has come to stay, such as is the case with the mica industry, just started. A factory for making electric insulating material from mica has just been started in Gotenborg by John R. Rettig & Co. (Ltd.) The company has its own mines in the Bohuslän district, where there are large quantities of raw material, and it is hoped that the production of mica can be increased to supply the entire needs of the country. Possibly the material will also be exported.

CORK HARVEST IN TUNISIA.

[Consul Edwin Carl Kemp, Tunis, Tunisia, July 13.]

The "Tunisie Française" of July 6 says that the forestry service has now terminated the cork harvest of the Khroumirie forest. The crop for 1918 is estimated at about 60,000 quintals and will be placed on sale toward the end of September. The publication says that "it is hardly probable that this sale will have any better success than last year because of the lack of transportation, unless the French corkmakers succeed in their agitation for the designation by the Government of the necessary tonnage."

EMPLOYMENT OF ELECTRIC POWER IN ZURICH DISTRICT.

[Vice Consul James C. McNally, Zurich, Switzerland.]

A request has been received from the United States for information regarding the sale of electric power for small industries located in Zurich and vicinity. The following information on the subject has been furnished the writer by a civil engineer of this city.

Owing to a continued increase in the consumption of electric power and the inability of the present plants to meet the demand, a large power plant is in course of construction, which, in all probability, will be completed in about three years.

The amount of power produced by the Zurich city works within 24 hours is estimated at a minimum of 9,920 effective horsepower or 6,200 kilowatts and obtained by means of electric generators. The maximum estimates are 15,330 horsepower or 13,330 kilowatts.

Price Per Kilowatt—Industries Employing Electric Power.

The power is sold by kilowatt hours at rates varying from 8 to 20 centimes (1.55 to 4 cents) per kilowatt hour, according to the amount of power consumed. This system of regulating the cost of power would indicate that the small user is discriminated against in the price as compared with owners of large industries. The former pays ordinarily at the rate of 20, 18, and 16 centimes (4, 3.47, and 3.08 cents) per kilowatt hour; for a consumption of 200,000 kilowatt hours or more, the 8 centimes (1.55 cents) rate is applied.

The industries to which power sales are particularly made are: Mechanical repair shops; blacksmith; forging industry; cement and artificial stone manufacturers; builders for driving concrete and other machinery, etc. Besides these relative small factories there is quite a number of larger ones that are also using the city current, employing 300 and more workmen. The working staff of the small industries varies from 4 to 25 men.

In addition to the foregoing uses the city electric power is also utilized for the operation of the city street cars, water works, pumping stations, for charging automobile batteries and specially constructed electric boilers for producing steam.

BRANCH OF RUSSIAN EXPORT CHAMBER IN STOCKHOLM.

According to a circular letter transmitted by Commercial Agent Norman L. Anderson, at Copenhagen, a branch of the Russian Export Chamber was formed in Stockholm in June, 1918. The circular says:

The Russian Export Chamber in Petrograd was founded in 1910 and its object is to work for foreign trade, especially the regular development of export. The Export Chamber (1) studies and gives information about all foreign-trade questions, and (2) helps those firms and persons who desire to do business in foreign countries to organize their work. The committee of the Export Chamber in Petrograd has at its disposal information bureaus, libraries, samples of goods, agencies in the larger Russian business centers, representatives abroad, etc.

The purpose of the Stockholm branch of the Russian Export Chamber is to establish close cooperation with the Scandinavian department that was formed in the Russian Export Chamber in Petrograd on January 22, 1918. The annual membership fee is 100 crowns for firms and 50 crowns for individuals.

NEW AIDS TO NAVIGATION IN ALASKA.

Eleven new lights were established in Alaska by the Bureau of Lighthouses during the year ended June 30, 1918, according to an announcement by Secretary Redfield. Three lights were changed from fixed to flashing, and 1 gas buoy, 12 buoys of other types, and 5 beacons were established.

Before the present season is over 16 more new lights will be established, as well as two new gas and bell buoys and an unlighted daymark. A considerable number of new aids to navigation will be installed before the end of the present fiscal year, which ends June 30, 1919, and working scow and other equipment will be purchased during the year.

The Bureau of Lighthouses will also recommend to the Department of Commerce that appropriations be asked of Congress as follows: \$75,000 to continue the work of installing new aids to navigation in Alaska; \$125,000 for a light and fog signal at Cape Spencer, Cross Sound, to replace an automatic acetylene light now established at that place; and \$70,000 for improvements at existing stations for which funds are not now available.

Locality and Character of New Lights Established.

The lights established in Alaska during the year ended June 30, 1918, are as follows:

Name of light.	Locality.	Characteristic.	Candle-power.
Black Rock.....	Revillagigedo Channel.....	Flashing white.....	130
Inner Point.....	Chatham Strait.....	do.....	60
Kalgin Island.....	Cook Inlet.....	do.....	130
Katalla Bay.....	Katalla Bay.....	Fixed white.....	60
Klawak Island.....	Prince of Wales Island.....	do.....	60
Klawak Reef.....	do.....	Flashing white.....	130
Middle Ground.....	Wrangell Strait.....	do.....	10
Point Crowley.....	Chatham Strait.....	do.....	130
Red Bluff Bay.....	do.....	Fixed white.....	60
Tonki Cape.....	Afognak Island.....	Flashing white.....	130
The Eckholms.....	Sitka Sound.....	do.....	130

Changes from fixed to flashing lights were made as follows: Mary Island, Revillagigedo Channel, and Sentinel Island. Lynn Canal, changed from fixed to group flashing; Southeast Five-Finger Islands, Stephens Passage, changed from fixed to flashing. Illuminant in each case changed from oil to acetylene.

Types and Localities of Gas Buoys and Beacons.

A gas buoy was established at Helm Rock, Sumner Strait, and buoys of other types were established as follows:

Name of buoy.	Type.	Locality.
Blind Breaker, 1.....	1st-class can.....	Delarof Harbor, Unga Island.
Chicago, 1.....	2d-class spar.....	Klag Bay.
Eastern Passage Narrows, 1.....	1st-class can.....	Eastern Passage.
Helm Rock.....	do.....	Sumner Strait.
Hidden Inlet, 1.....	2d-class can.....	Pearse Canal.
Hood Bay Entrance, 2.....	1st-class nun.....	Chatham Strait.
Hood Bay, 1.....	2d-class can.....	do.
Klawak Reef, Inner, 3.....	do.....	San Alberto Bay.
Petersburg Bar, 24.....	2d-class spar.....	Wrangell Strait.
Spike Ledge.....	do.....	do.
The Gate, 1.....	8th-class spar.....	Klag Bay.
Thin Point, 2.....	1st-class nun.....	Cold Bay, Alaska Peninsula.

The beacons established during the last fiscal year were as follows:

Name of beacon.	Locality.
Highwater Rock.....	San Alberto Bay.
Little Chikot Island.....	Lynn Canal.
Protection Point.....	Nushagak Bay.
Rose Channel Rock.....	Peril Strait.
Yellow Point Rock.....	Do.

New Lights and Other Aids to be Established.

The 16 new lights to be established before the present season is over are as follows:

Cambier Bay Entrance, Stephens Passage, one fixed white light; Halibut Cove and Homer Spit, Cook Inlet, two fixed white lights; Cholmondeley Sound, Hump Island, one fixed white light, and Skin Island, one flashing white light; Windham Bay Narrows, Windham Bay, one fixed white light; Cape Edgecumbe, Sitka Sound, one flashing white light; Gavina Point, Ocaa Bay, one group flashing white light; Lemesurier Island, and North Indian Pass, Icy Strait, two flashing white lights; Martin Islands, Katalla, one flashing white light; Mitkof Shoal, one fixed red light, Wrangell Strait; and South Flat Middle, one fixed white light; Point Carrew, Yakutat Bay, one flashing white light; Beck Island, Clarence Strait, one flashing white light; Boat Rock, Dixon Entrance, one flashing white light. Illuminant of fixed lights will be oil and of flashing lights, acetylene.

Gas and bell buoys, showing a flashing white light, will be placed on Favorite Reef, Stephens Passage, and on Morris Reef, Chatham Strait, during the present season.

An unlighted daymark will be established in Keku Strait, Sumner Strait.

Other improvements to be completed before the end of the present fiscal year are as follows:

Port Walter Light, Chatham Strait, will be changed from fixed to flashing white, and the illuminant changed from oil to acetylene; Tree Point Light, Revillagigedo Channel, will be changed from fixed to flashing white, and the illuminant changed from oil to incandescent oil vapor, which will materially increase the candlepower. Akutan Harbor Light to be changed from fixed to flashing white, oil to acetylene. Cape Sarichef and Scotch Cap Lights, Aleutian Islands, will be changed from oil to incandescent oil vapor, materially increasing the candlepower. At Controller Bay two lights and four unlighted daymarks will be established. At Point St. Alvans Reef, Sumner Strait, a gas and bell buoy, with flashing white light, will be established.

TRADE OPPORTUNITIES IN FRANCE.

As a result of the third Lyon Sample Fair, the American consulate in that city furnished details as to 1,177 specified inquiries for American goods or agencies for American merchandise. These have been issued by the Bureau of Foreign and Domestic Commerce as Confidential Bulletin No. 35, copies of which may be obtained by American firms from the Bureau at Washington or its district and cooperative offices.

MADAGASCAR GRAPHITE SITUATION.

[Consul J. G. Carter, Tananarivo.]

Shipments of graphite from the colony to France are now prohibited, except through notice to the contrary, and inasmuch as there is no indication that shipments of this article may be resumed soon, considerable anxiety is felt in graphite-mining circles. Practically no purchases or new contracts are being made and mining operations are being greatly curtailed.

Several weeks ago, it was officially stated that 2,000 tons of graphite per month would be needed for the national defense before the quantities for direct exportation to the United States could be considered. Subsequently, the restriction in the importation of graphite into the United States was announced in the colony. This latter has also had a discouraging effect upon the local industry, inasmuch as it had been expected for some time that the prohibition of the direct shipment of graphite to America would be raised.

Although it would not appear that any authorization for the exportation of graphite to the United States has yet been given, the Governor General informs the consulate that of the 2,000 tons of this mineral to be reserved monthly, 1,450 tons are intended for England, to be shipped by the "Graphites Maskar" company, affiliated with the Morgan Crucible Co. of London, and the remainder is to be shipped to Marseille. The Governor General also advises that requests for shipment to the United States will receive, as far as the quantities are available, favorable consideration from the French Ministry of Armaments, provided such requests are sustained by the War Trade Board.

Production and Exportation.

As previously reported, the estimated production of graphite on the island in 1917 was 35,000 tons, and the exports amounted to 27,838 tons, of which 16,506 went to England and 17,332 tons to France. Although no direct shipments have been permitted to go forward to the United States, it is understood that 8,000 tons reached that country from Marseille in 1917, and a considerable quantity has also been shipped from that port during the present year, principally through a consortium of French firms which, up until now, has controlled the bulk of the output of Madagascar graphite other than that shipped to England. Inasmuch as the French firms belonging to this consortium are represented in Madagascar, it is not unlikely that they will endeavor to control such graphite as may be now shipped to the United States direct from the island, while it would appear that various independent producers are endeavoring to form direct connections with the American importers.

No Considerable Quantity Available for the United States.

With the present state of the industry it is not believed that large quantities of the 1918 production of graphite will be available for shipment to the United States. On the other hand, some 10,000 or 15,000 tons of graphite are said to be remaining in the colony from the 1917 production, and may be available for exportation to America. If the French authorities continue for any considerable time to prohibit the exportation of graphite to France, and release the 550 tons per month said now to be reserved for that country, the quan-

tity available for exportation to the United States will be even greater, provided there is a demand for same in the United States and licenses may be had for its importation.

Direct shipments continue to go forward to England at about 1,500 tons per month.

[A brief review of the graphite trade between Madagascar and the United States since the opening of the war appeared in *COMMERCE REPORTS* for Mar. 1, 1918.]

THE BOLLWORM IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 28.]

The director of the recently established service to combat the bollworm in Brazil has recently reported to the Minister of Agriculture the work of that service for the month of April. He reports that the State of Maranhao has appropriated 80 contos (about \$7,500 in American currency) for the work in that State. The officials there proposed first to make a general inspection of the cotton regions ascertaining in which localities the bollworm is doing the greatest damage, in order that their efforts may be concentrated on these regions first. In the State of Piauhy, two Federal officials are working and report the discovery of the bollworm on every plantation visited. The director states that in the State of Ceara much is being accomplished in various sections to rid that State of this pest. In the State of Rio Grande do Norte, owing to the difficulty of obtaining proper technical help, the work is now being done by Federal officials. The State has been divided into two zones, each of which has been subdivided into seven sections in order that the work may be carried on systematically. The Government of the State has purchased chemicals to combat the disease and is distributing bulletins in large numbers. In Parahyba do Norte difficulty has been encountered in obtaining the necessary machinery for the application of carbon sulphide to disinfect the cotton seeds. Complaint is made in the State of Pernambuco that until the State adopts some legislation making it obligatory on all planters to assist in the work of destroying the bollworm it will be impossible to accomplish any real results. In Alagoas large quantities of cotton seed have been disinfected and farmers are being instructed how to combat the bollworm. Difficulties have been encountered in the State of Sergipe by lack of transportation to visit the cotton zones. It is stated that in the southern part of the State the cotton crop is damaged to the extent of 85 per cent by reason of the bollworm. The President of the State has asked the legislature for very effective measures to combat against this insect pest.

In conclusion the director recommends that at the end of the present crop the planters be obliged to cut and burn all annual cotton plants, to trim all perennial cotton plants and to burn the trimmings, and to gather and destroy the seed-bearing pods.

IMPORTATION OF ITALIAN MARBLE.

The List of Restricted Imports No. 2 (item 121) has been so amended, under a new ruling of the War Trade Board (W. T. B. R. 198), as to permit the importation from Italy of Italian marble and manufactures of Italian marble when coming from convenient ports where loading can be done without delay.

SWEDISH FOREIGN COMMERCIAL SERVICE.

[Excerpt from Copenhagen "Børsen," transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

Sveriges Allmänna Exportförening (Sweden's General Export Union) has recently stated in a communication to the King that it is important that the public authorities give their most active support to preparation for after-the-war trade. It is recommended that the legations abroad should first and foremost consider the trade policy more closely than ever attached to the purely diplomatic work. The Export Union maintains that it is desirable that the question of foreign representation be treated with the greatest possible understanding. In appointing chiefs of Swedish legations to those countries with which Sweden already is in important commercial connection and which by energetic support may be further developed, greater care than heretofore should be taken to see that these chiefs have the right understanding of the demands of economic life and a knowledge of commercial matters.

Development of Consular and Commercial Attaché Services.

In the communication it is stated that the Swedish consular service in Russia has recently been considerably developed, but that the time is still distant when it may be said that the consular representation abroad is satisfactory. In many important places, for instance, British and Dutch India, the western coast of North and South America, as well as Central America, and the greatest part of North Africa, in such important business centers as Calcutta, Batavia, San Francisco, Valparaiso, Mombasa, and Algiers, where it should be possible to obtain groceries and raw material in exchange for finished Swedish industrial products, Sweden is represented only by unsalaried consuls, or not represented at all. It can not be denied that the honorary consuls, through the position they occupy in their own country, can and have done Sweden great service, but as a rule consuls that have been sent out, and especially when the right men are sent to the right places, follow conditions at home with much greater zeal and take care of Swedish interests in a much more energetic manner.

An institution that is comparatively new and undeveloped is the Swedish commercial attaché service. During the war various amounts have been voted to cover the expense of sending out such attachés, but these amounts have not been utilized to their full extent. It is, however, the opinion of the Swedish Export Union that a much more extensive appointment of commercial attachés should be made as soon as possible. The Union is not in a position to say how the administrative position of these men should be arranged, whether they should belong to the Foreign Office, the various legations, or possibly certain consulates general. In any case, however, it is the opinion of the Export Union that such younger and commercially educated officials, attached to certain important places, or made ambulatory, if conditions made it desirable, would be of great importance to Swedish industry and foreign trade. They should not, however, compete with the consuls who, also, are mostly occupied with other work, but should by their specialized work complete the foreign representation.

The Export Union closes its petition by saying that it is quite aware that such an arrangement would demand considerably greater sacrifices of money than is now the case. In all branches of Swedish administration salaries are now being increased, and in order to get good officials it would seem necessary that the State offer conditions not below those of private enterprises. Even if the new budget, therefore, were to carry large amounts for the purpose in question, the Export Union feels convinced that the State powers will fully understand the large national interests concerned. In consideration hereof the Union makes itself the spokesman of wide circles in Swedish export industry and foreign trade.

JURISDICTION OF "CAPTAIN OF THE PORT" IN MEXICO.

[Vice Consul Luther K. Zabriskie, Mexico City, July 25.]

The issue of *El Economista* for July 24 states that the Department of Communications has determined that the jurisdiction of each one of the captain of the port offices in the Republic should embrace the shore, Federal maritime zone, and territorial sea area as is given below:

Coast of the Gulf of Mexico.

Tampico.—From the mouth of the river Bravo del Norte up to the port of Lobos Island, which has recently been opened to the trade, with powers over the port of Matamoros and the port of Lobos Island.

Turpam.—From the same port at Lobos Island up to Punta Delgada, with powers over the ports of Tecolutla and Nautla.

Vera Cruz.—From Punta Delgada up to Punta de Roca Partida, with powers over the port of Alvarado.

Coatzacoalcas.—From Punta de Roca Partida up to the bar of Santa Ana, inclusive.

Frontera.—From the bar of Santa Ana up to the mouth of the river San Pedro.

Ciudad del Carmen.—From the last-mentioned point up to the roadstead of Champotón, inclusive.

Campeche.—From the last-mentioned point up to the roadstead of Celestun.

Progreso.—From the last-mentioned point up to the Contoy Island, inclusive.

Cozumel Island.—From Contoy Island, exclusive, up to the southern limit of the Republic and the River Hondo, with power over Payo Obispo.

Coast of the Pacific.

Salina Cruz.—From the southern limit of the Republic up to Punta Escondida, belonging to the State of Oaxaca, with powers over San Benito Tonalá and Puerto Angel.

Acapulco.—From Punta Escondida, exclusive, up to the port of Zihuatanejo, with power over the last-named port.

Manzanillo.—From the port of Zihuatanejo, exclusive, up to Cabo Corrientes.

San Blas.—From Cabo Corrientes up to Barra de Teacapan, with jurisdiction over the Marias Islands.

Mazatlan.—From Barra de Teacapan up to the port of Topolobampo, exclusive, with power over Altata.

Guaymas.—From the mouth of the river Colorado up to the port of Topolobampo, inclusive, with power over this port.

Santa Rosalia.—From the mouth of the river Colorado, exclusive, up to Cabo San Lucas, with power over San José del Cabo.

Ensenada.—From the northern limit of the Republic up to Cabo San Lucas, with power over Bahía Magdalena.

The number of business failures in Milan, Italy, for the month of May, 1918, was 10, according to official statistics issued.

POSSIBILITIES OF THE PHILIPPINE CORDAGE INDUSTRY.

[Harold W. Foster, Commercial Research Division, Bureau of Commerce and Industry, Manila, July 1.]

There are now three firms in the Philippines manufacturing rope on a sufficiently large scale to be of commercial importance. One of the factories is up to date in every respect. Two of them manufacture rope mostly by hand. The output of these factories is represented approximately by the following figures of the bureau of customs, showing the cordage exports during the calendar year 1917 from the Philippines:

Destination.	Quantity.	Value.	Destination.	Quantity.	Value.
	<i>Kilos.</i>	<i>Pesos.</i>		<i>Kilos.</i>	<i>Pesos.</i>
United States.....	291,460	176,692	Hongkong.....	259,169	166,644
Hawaii.....	20,364	14,229	Japan.....	1,681	1,010
China.....	122,517	76,666	Siam.....	46,597	27,605
British East Indies.....	319,981	202,902			
Dutch East Indies.....	135,871	89,041	Total.....	1,221,169	768,974
French East Indies.....	24,529	14,185			

There were exported from the Philippine Islands during 1917 unmanufactured hemp to the extent of 169,435,204 kilos, valued at 93,615,559 pesos. A portion, at least, of this hemp might well have been manufactured into cordage in the Philippines instead of in the countries to which it was exported, and sold abroad instead of the raw material. The fact that there is a market for cordage hemp indicates that there is a market for rope. The question to determine is whether cordage can be manufactured profitably in the Philippines to supply an export demand.

Rope Market Abroad.

There is a steady market for rope at the present time. All of the cordage trade journals speak of business conditions as favorable from the standpoint of the cordage manufacturer. A Philippine rope factory can anticipate a demand in both the Orient and the United States in the immediate future. One of the largest American mail-order houses recently endeavored to secure the entire output of Philippine rope. The establishment of an additional factory would not involve the taking of markets away from existing factories. On the contrary, a greater supply of Philippine rope would aid the existing factories by establishing Manila as a more important source of supply of cordage.

Favorable Location for Establishment of Rope Industry.

The most favorable location for a rope factory is thought to be Cebu, which has an abundance of cheap labor, and is the shipping and transshipping point for a large part of the hemp produced in the islands. It is a port of entry, has an excellent harbor with modern port facilities, and is a railway terminal. There is a cheap grade of coal mined in Cebu, while the city is favorably located in reference to the new coal mines in Mindanao, the development of which on a large scale is now under way.

The services of an industrial engineer should be secured to prepare the necessary plans for the factory building and the type and

arrangement of its equipment. Great economies in manufacture can be effected by constructing the most suitable type of plant and installing the most suitable equipment. This consideration justifies the expense of securing high-grade technical help before any expenditure for plant or equipment is made.

Possibly an industrial engineer can be secured who knows the rope manufacture business well enough to be also technical superintendent. In any event, no investment in a rope factory can be recommended unless an adequate technical staff is provided for, including a superintendent, chief mechanic, and the necessary number of experienced foremen.

CENSUS OF WHITE POPULATION OF SOUTH AFRICA.

[Consul General George H. Murphy, Cape Town.]

The preliminary figures of the census taken in South Africa on May 4, 1918, have just been published. The last preceding census was taken in 1911. The main figures are as follows:

Province.	1911	1913	Increase.
	Number.	Number.	Number.
Cape.....	580,771	615,874	35,103
Natal.....	97,846	120,465	22,619
Transvaal.....	410,874	497,236	77,352
Orange Free State.....	174,832	181,292	6,460
Travelers by rail.....	2,928	3,203	275
Total.....	1,276,242	1,418,060	141,818

Classified by males and females the figures are:

Province.	Males.		Females.	
	1918	1911	1918	1911
	Number.	Number.	Number.	Number.
Cape.....	309,199	300,054	306,675	280,717
Natal.....	61,869	82,281	58,598	45,565
Transvaal.....	259,961	236,340	237,265	183,834
Orange Free State.....	93,798	94,185	87,496	80,639
Travelers by rail.....	2,447	2,304	756	624
Total.....	727,362	685,164	690,698	591,078

The above tables show a total increase of 141,818, or 11.11 per cent, in seven years.

The following figures show the rate of growth in the population of the principal towns of the country:

Town.	1918	Increase since 1911.	Town.	1918	Increase since 1911.
	Number.	Number.		Number.	Number.
Cape Town.....	90,348	13,723	Johannesburg.....	135,639	15,636
Bloemfontein.....	14,670	50	Kimberley.....	11,957	1,641
Durban.....	40,871	7,868	Pietermaritzburg.....	18,527	3,790
East London.....	14,492	2,213	Pretoria.....	34,065	4,467

DEVELOPMENT OF THE IRON INDUSTRY IN BRAZIL.

[Extracts from a report of the "Monitor Mercantil" of Rio de Janeiro, transmitted by Vice Consul Richard P. Momsen, Rio de Janeiro.]

That the iron-mining industry in Brazil is to be developed soon after the close of the present war seems very evident. This impetus is due to the fact that many important iron-ore deposits have been acquired by foreign and Brazilian syndicates.

There are given below the names of the companies that are at present said to be the more important iron-property owners:

The Itabira Iron Ore Co., an English concern, with its head offices in London, incorporated by Messrs. Rothschild, Baring Bros., and E. Sassel, and which purchased the "Concelção" and "Esmeril" deposits for 2,400,000 milreis (about \$600,000 in American currency). This group has control of the Victoria Minas Railway. These deposits, situated at Itabira de Matto Dentro, are estimated at 99,000,000 cubic meters and capable of producing 296,000,000 tons. The purchase price paid by the prior holders was but 400,000 milreis (\$100,000).

The Brazilian Iron Steel Co., an American corporation, represented by M. Harder, has acquired also in Itabira de Matto Dentro the deposits known as "Caná" and "Sant' Anna," containing 33,000,000 cubic meters or over, or 132,000,000 tons. The purchase price is stated as 300,000 milreis (about \$75,000). This organization has also purchased the "Alegria" and "Cota" deposits, situated in the municipality of Santa Rita Durão (Marianna), for the sum of 150,000 milreis (about \$37,500). These deposits are reported to be capable of producing 10,000,000 tons. The same organization also has a concession to construct a railroad operating between the mines of Santa Rita Durão (Marianna) and S. José da Lagoa.

The Minas Geraes Iron Syndicate, an American company, organized by Messrs. Phel. Hartenback, Ernest Moser, and John Hammond, has purchased the deposits of Paracatú and Bananal, situated in Cattedas Altas and in Santa Barbara.

The Société Franco-Brésilienne and Bernard Goudchaux & Co. (presumably French), represented in Brazil by an engineer named Corvée, has acquired the deposits of Candonga, in S. Miguel de Guanhaes, estimated as containing 10,000,000 tons of ore, for the sum of 200,000 milreis (about \$50,000).

The Société Civile de Mines de Fer de Jangada, a French company, represented by an engineer named Corvée, has purchased the Jangada mines. In the municipality of Villa Nova de Lima (Paraopeba), with a capacity of 15,000,000 tons, for the sum of 100,000 milreis (about \$25,000). This mine is being prospected by Prof. Metayer.

The Deutsch Luxemburgischs Bergwerks und Hutton Aktiengesellschaft, a German company, purchased the Corrego do Feijão deposit, situated in Piedade do Paraopeba (Villa Nova de Lima), for the sum of 100,000 milreis (\$25,000). The deposit is at present being prospected by an engineer named Westerma.

A. Thum purchased the "Casa de Pedra" mine, situated in Congonhas (Ouro Preto), with 500,000 cubic meters, and capable of producing 2,000,000 tons. The sum paid was 60,000 milreis (about \$15,000).

The Braculy Falls Co., organized in this country, has purchased the "Serra do Mascate" and "Mendonça" mines situated in Congonhas (Ouro Preto), with deposits calculated at 8,000,000 cubic meters, and capable of producing 29,000,000 tons. The sum paid was 70,000 milreis (about \$17,000). The same company has also acquired the "Inhotim" deposit, situated in Paraopeba (Bomfim) for the sum of 100,000 milreis (about \$25,000). All of the prospecting of these mines for the company is being done by an engineer named Joaquim de Almeida Lustoza.

Mr. Carlos Wigg, of Rio de Janeiro, has purchased the "Fazenda da Varagem," "Marinho," and "Rocinha" deposits, situated in Serra da Moeda (Ouro Preto), capable of producing 10,000,000 tons. The purchase price was 50,000 milreis (about \$12,500).

Trajano de Medeiros, a Brazilian engineer of high standing has purchased the "Morro do Veido," "Retiro das Almas," and "Barra" deposits situated in Serra da Moeda (Ouro Preto), capable of producing 12,000,000 tons. The sum paid was 50,000 milreis (about \$12,500). Mr. Trajano de Medeiros was for-

merly a partner in the firm of Carlos Wigg & Trajano de Medeiros which has dissolved partnership.

The "Corrego do Meio" deposits, situated in Sabará, were acquired by a German syndicate for the sum of 450,000 milreils (about \$112,500) through an intermediary named Phel. Hartemback.

The Companhia Metallurgica Brasileira, with head offices in Rio de Janeiro, which is also connected with the manganese mining interests, Companhia Morro da Mina, purchased for a reasonable price eight mines, all located in the State of Minas Geraes, the group representing a total reserve of some 100,000,000 tons.

The Companhia de Mineração and Metallurgia do Brazil, organized on September 8, 1917, in Rio de Janeiro, has acquired the iron mines belonging to Antonio da Costa Lage, who is one of the incorporators and the largest shareholder in this company.

The Canadian Metallurgic Co., which is said to be making plans for an electric smelting furnace on Governor's Island in the Bay of Rio de Janeiro, capable of producing 500 tons of steel daily, has acquired a manganese mine at S. João d'El Rey, and also certain iron deposits.

The Companhia Siderurgica Mineira, with its head offices in Belo Horizonte, State of Minas Geraes, and founded in 1917, for the purpose of exploiting the iron industry has also acquired important deposits of iron, which are now being operated. The company was incorporated with a capital of 350,000 milreils (about \$87,500), the principal shareholders being João Gomes do Val and Amara Lanazi, of São Paulo.

The firm of Queiroz Juníor & Co., owners of the Usina Esperança (Esperança Mill) and concessionaires of the Usina Wigg, also possess an extensive deposit of iron ore situated at Itabira de Campos, the ore being of excellent quality for the manufacture of pig iron.

The Companhia Siderurgica Brasileira, founded by Carlos Wigg and Trajano de Medeiros, own seven deposits of iron ore in the State of Minas Geraes, with a total area of 7,120 hectares, which also contains considerable manganese ore.

Besides the deposits referred to above, it is said that negotiations are being carried on to obtain the deposits known as "Fabrica," situated in Congonhas de Campo (Ouro Preto), belonging to Col. Machado; also deposits known as "Tres Irmãos," situated in the municipality of Bomfim, and one known as "Serra do Pires," located in the municipality of Ouro Preto.

It is reported that the Itabira Iron Ore Co., which owns immense deposits in Itabira and Matto Dentro, with more than 100,000,000 tons of iron ore running from 68 to 70 per cent in purity, will, soon after the war, exploit these deposits. The plan is to construct a branch line of the Victoria & Minas Railway, which is under that company's control, to transport the ore to tidewater. The plans of this company are as follows: (a) To install modern machinery in the mines for the extraction of large quantities of ore; (b) to extend the railroad to the mines at Itabira de Matto Dentro; and (c) to construct a fleet of vessels specially built to discharge the mineral automatically at the destination in Europe and to be suitable for transporting coal from Europe to Brazil.

PROPOSED CHANGE IN ITALIAN DRAINAGE LAW.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

A bill has been presented to the Italian Parliament for extending to private companies and contractors, if the necessary guaranties are given, the right to undertake draining operations. By the law now in force, such work, if not directly assumed by the State, can be carried on only by the provinces, municipalities, or the syndicates formed by interested proprietors. It is believed that such a measure, if made law, will lead to more rapid and energetic action in carrying out the drainage program, there being about 1,000,000 hectares which are awaiting hygienic and agricultural redemption.

Give Our Boys Every Fighting Chance—Buy War-Saving Stamps.

SOUTH AFRICAN MARKET FOR CREAM SEPARATORS.

[Consul General George H. Murphy, Cape Town.]

Up to the year 1916 the butter industry in South Africa had never emerged beyond the development stage, notwithstanding the fact that a considerable portion of the country is well adapted to dairy farming. Prior to that time the production was hardly sufficient to meet the domestic demand, and large quantities of butter had to be imported from abroad. Since then, with an increasing demand for butter from England, and the consequent establishment of numerous cooperative creameries, the industry has taken on a new aspect. In 1916 the exports of butter amounted to 1,600,000 pounds and in 1917 to 3,000,000 pounds. More than 90 per cent of this was shipped to England and the remainder to contiguous countries.

Notwithstanding this increase in the output of butter, the use of cream separators has never been as extensive as in other dairy countries.

Swedish Cream Separators Control Market.

As the customhouse returns make no distinction with regard to cream separators, grouping them under the heading of "dairy utensils," it is difficult to give any comprehensive figures showing the exact number of cream separators imported into the Union of South Africa. Nevertheless, practically all the separators now in use and those on sale in this market are of Swedish manufacture. These are in most instances sold under various local trade names. The separators more prominently known bear the names of "Rego," "Alfa Laval," "Governia," "Dalia," "Sylvia," and "Ceres." At the agricultural show, recently held in Cape Town, where fully 95 per cent of the agricultural and allied lines of machinery on display were of American manufacture, not one cream separator from the United States was seen.

The reasons given by local dealers for the preponderance of Swedish separators in this market are that they can be sold here for considerably less than the price demanded by American manufacturers, and that organized efforts for canvassing the trade have been made. Notwithstanding this handicap, it is believed that if proper and systematic efforts are made to enter this market, a demand for American separators may be created, especially in view of the constantly increasing dairy industry and the use of modern equipment.

Customs Duties—Method of Extending Trade in South Africa.

The customs tariff on cream separators imported into the Union of South Africa is 3 per cent ad valorem. The entire duty is refunded where separators are the product or manufacture of the United Kingdom or reciprocating British possessions.

A firm desiring to place its separators in this market will find that probably the best method to pursue for the proper extension of trade is the usual arrangement which manufacturers in the United States generally insist upon. This arrangement consists in placing the trade in the hands of a wholesale importing firm or a manufacturers' agent, either for the separate Provinces or for the entire Union. Wholesale importing firms generally carry a stock of the merchandise and maintain traveling agents, who visit all the principal dealers in the inland cities, thereby covering the trade of the entire country.

Manufacturers' agents carry no stock, simply taking orders, usually on a commission basis. Such agents visit personally all the dealers or maintain subagents, who cover the territory for them.

Many of the large wholesale dealers in agricultural and allied machinery carry large stocks and also do a retail business. These concerns often maintain agents in London or New York, who look after their purchases and payments. American shippers usually limit credit terms to sight draft at 90 days, on which interest at 6 per cent per annum is charged.

[A list of manufacturers' agents and of firms handling agricultural and allied machinery in Cape Town may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 104098.]

OSTRICH FEATHER MARKET OF PORT ELIZABETH.

[Consul John W. Dye, Port Elizabeth, South Africa, June 12.]

There was no municipal auction of ostrich feathers in Port Elizabeth on May 7. On the 14th the offerings were large, but owing to lack of competition the market was weak and erratic. Prices on all classes fell by 10 or 15 per cent. Many lots were withdrawn unsold, and the market closed dull. At the sale on May 21 the offerings were small and of indifferent quality. Prices were rather steadier. All buying is now speculative on account of the American embargo and lack of shipping space to England. On the 27th somewhat larger quantities were offered, but these were of irregular quality. Prices were generally unchanged, but competition was poor.

The results of the last three municipal auctions are as follows: Week ending May 14—4,651 pounds sold for \$13,344; week ending May 21—3,581 pounds sold for \$9,830; week ending May 28—4,527 pounds sold for \$12,303.

At the sale of May 27 the ruling prices were as follows for unsorted parcels;

Des.ription.	Price per pound.	Des.ription.	Price per pound.
Whites:		Drabs:	
Good average.....	\$9.73-312.16	Good length.....	\$2.19-\$3.04
Ordinary.....	7.30- 8.52	Ordinary.....	.36- 1.09
Common.....	4.67- 6.08	Common.....	.06- .12
Feminas:		Tails:	
Good average.....	7.30- 8.52	White.....	1.34- 1.95
Ordinary.....	3.65- 5.47	Ordinary.....	.61- .85
Common.....	3.04- 4.38	Common.....	.24- .36
Blacks:		Tails, feminas:	
Good length.....	2.43- 3.65	Good.....	1.69- 1.22
Ordinary.....	.19- 1.40	Ordinary.....	.49- .73
Common.....	.08- .12	Common.....	.24- .36
		Sparrows:	.85- 2.55

GLOVES FROM WHALE INTESINES IN NORWAY.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 6.]

The Norwegian State whaling stations have caught 200 whales but expect to catch in all 500 during the summer. The stations have orders to take care of the intestines and salt them down, as it is the intention to make gloves of them. The material is fine in every respect, pliable, soft, and exceptionally strong. The manufacture of gloves will probably be commenced at once.

SPECIAL COMMENDATION FOR LIGHTHOUSE EMPLOYEES.

Secretary of Commerce Redfield has recently commended several employees of the United States Bureau of Lighthouses for special acts of bravery in saving lives and property. Those commended were:

Mr. Edward Wilborg, keeper of Trinidad Head Light Station, Cal., for rescuing a man in a disabled launch on June 10, 1918, under very unfavorable weather conditions.

Victor Klang, commander of the tender *Larkspur*, and the other officers and the crew of the tender, for their services rendered on July 13, 1918, in endeavoring to extinguish the fire on the steamer *Scrantes*, on Gowanus Flats, New York Harbor; in assisting in extinguishing the fire caused by bursting barrels and cans of oil from the wreck of the steamer; and later in placing a red gas buoy at the wreck. It is noteworthy that while working on the wreck, although there were frequent explosions, the crew of the *Larkspur* remained on the forecandle head in close proximity to the fire and rendered excellent service.

Mr. Thomas Knight, keeper of Hillsboro Inlet Light Station, Fla., for assisting the three occupants of a disabled hydroaeroplane on July 15, 1918.

A. Anderson, commander of Light Vessel No. 52, for service rendered on July 21, 1918, in towing a disabled aeroplane, which had descended to the water in the vicinity of his vessel, to the pier at Lewes, Del.

Mr. William W. Clark, seaman on the tender *Mayflower*, for rescuing from drowning a boy who had fallen into the water from an upturned dory, near the beach at North Truro, Mass., on July 25, 1918.

Mr. A. J. Simpson, keeper of Blackistone Island Light Station, Md., for assistance rendered on July 25, 1918, to the five occupants of a sailboat, which was drifting toward the whirlpools in the vicinity of his light station.

NORWAY'S FUEL SUPPLY SUFFICIENT.

Commercial Agent Norman L. Anderson, at Copenhagen, Denmark, states that according to press reports Norway's supply of fuel for the winter is secured, 400,000 cords of wood having been carried by the railroads during the first four months of the year. The transportation of wood will be continued all summer.

Market for Patented Locks in Spain.

Consul James H. Goodier reports from Palma de Majorca, Spain, that there is a good opening in that consular district for the introduction of special locking devices. The greatest demand is for door locks of various kinds.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

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CONTENTS.

	Page.		Page.
Philippine hemp inspected during July	641	Imports of rice into Morocco	649
Permit to import mackerel and herring sure	641	Proposed automatic telephones for South Africa	649
Port Elizabeth produce market for May	642	Catalogues desired for starch manufacturing machinery	650
Cotton growing in Venezuela	642	Organization of Brazilian products company	650
New match concern in Denmark	643	Australian government printer to visit America	650
The cotton-spinning industry in Sweden	643	American cutlasses sold in Jamaica	651
Payment of arrears of Mexican mining taxes	644	Distribution of fish during July	651
Consul's effective use of trade journals	645	Imports of haberdashery into Ceylon	651
Steamboat-inspection rules amended	646	Japanese commercial exhibit at Harbin	651
Rules governing the purchase of Egyptian cotton	647	Brazilian company to manufacture ethyl gas	652
Brazil active in foreign-trade work	648	Australian imports of sheet glass	652
Recent figures on Japan's gold accumulations	649	Cotton production in German East Africa	652
		Foreign trade opportunities	656

PHILIPPINE HEMP INSPECTED DURING JULY.

During the month of July, Philippine Government fiber inspectors inspected and stamped 107,885 bales of Abaca for cordage grades, 2,585 bales of Abaca for tagal braid, and 5,287 bales of Maguay, as follows:

Abaca for cordage grades: A, 2; B, 28; C, 524; D, 2,343; E, 5,595; S-1, 1,196; S-2, 3,044; S-3, 1,846; F, 14,297; G, 3,915; H, 2,289; I, 15,418; J, 37,247; K, 9,988; L, 5,891; M, 2,128; DL, 250; DM, 126, strings, etc., 1,758.

Abaca for tagal braid: AA, 530; BB, 676; CC, 916; DD, 335; EE, 128. Maguay: One, 291; two, 2,987; three, 1,820; D, 189.

PERMIT TO IMPORT MACKEREL AND HERRING.

A new ruling of the War Trade Board (W. T. B. R. 204) permits the importation of cured and preserved mackerel and herring from the United Kingdom. The importation of these food products was prohibited under the List of Restricted Imports No. 2 (Item 106), in accordance with the general policy of the Board, prohibiting the importation of food products from Europe in order to conserve food supplies for home consumption and conserve tonnage by lessening the amounts of foodstuffs which have otherwise to be moved across the Atlantic to Europe.

Since it appears, however, that there is not sufficient European market to consume all the catch of mackerel and herring in the vicinity of the British Isles and as certain communities, particularly in Ireland, are employed in curing these products in a way adapted to the American market and are dependent on their sale, the War Trade Board decided upon this relaxation of its regulation.

Licenses for the importation of cured and preserved mackerel and herring from the United Kingdom will, therefore, be granted when the application is otherwise in order.

PORT ELIZABETH PRODUCE MARKET FOR MAY.

[Consul John W. Dye, Port Elizabeth, South Africa, June 10.]

There was no change of importance in the Port Elizabeth wool market during May. Prices were generally unchanged, and sales depended largely on the amount of freight offered to the United States. The demand was steady for supercombing, superior snow whites, and grease wools, long and short, of light condition and free from fault; but irregular, wasty, or faulty lots remained neglected.

The following prices ruled at the end of the month: Snow whites—superior, \$0.81 to \$1.05; medium, \$0.73 to \$0.81; faulty, \$0.51 to \$0.61; grease, grassveld—12 months, special clips, \$0.36 to \$0.51; 12 months, superclips, \$0.32 to \$0.36; average, long, \$0.24 to \$0.26; short, light, free, \$0.24 to \$0.28; grease, karoo—12 months, special clips, \$0.30 to \$0.32; 12 months, average, \$0.26 to \$0.28; medium to long, \$0.24 to \$0.25; heavy and carthy, \$0.20 to \$0.21; short, light, free, \$0.24 to \$0.28; grease, short—heavy, \$0.16 to \$0.18; seedy, \$0.14 to \$0.20; grease, crossbred, white, \$0.20 to \$0.28; grease, coarse and colored, \$0.16 to \$0.21.

Mohair—Hides and Skins.

The mohair market was firm throughout the month, and an advance in prices was recorded on superior summer kids and summer firsts. Other qualities maintained former prices. Very little shipping is offered for mohair, but Bradford is still buying and storing. The prices ruling at the end of the month were: Summer kids—best, \$0.52 to \$0.58; average, \$0.30 to \$0.36; summer firsts—best, \$0.44 to \$0.46; average, \$0.38 to \$0.40; short, \$0.36 to \$0.38; best winter kids, \$0.36 to \$0.38; good winter mohair, \$0.32 to \$0.34; good mixed mohair, \$0.28 to \$0.34; low-quality mohair, \$0.20 to \$0.24; locks, \$0.10 to \$0.16.

During May the market for sheepskins and goatskins was firm. There was no actual demand for hides, and the buying was all speculative. The following prices per pound ruled at the end of the month: Sheepskins—sound, \$0.24 to \$0.25; damaged, \$0.20 to \$0.21; pelts—sound, \$0.16 to \$0.18; damaged, \$0.06; goatskins—under 3½ pounds weight, \$0.36; 3½ pounds and over, \$0.30; sundries, \$0.32; damaged, \$0.18 to \$0.20; Angora skins—up to 5 pounds weight, \$0.16; 5 pounds and over, and sundried, \$0.14; shorn, \$0.12; damaged, \$0.08; coarse woolled, \$0.19 to \$0.20; hides—sundried, \$0.26 to \$0.27; damaged, \$0.21 to \$0.22; dry salted, \$0.26; damaged, \$0.22. Cape skins ranged from \$0.97 to \$1.46 each.

COTTON GROWING IN VENEZUELA.

[Consul Frank Anderson Henry, Puerto Cabello.]

In reply to an inquiry from the United States regarding the extent and possibilities of cotton growing in Venezuela, the data available on the subject is rather limited.

It is stated that the cultivation of cotton has been regularly carried on in Venezuela since the American Civil War. During the last 20 years the domestic cotton-manufacturing industry has developed considerably, and in spite of an import duty of 3.43 cents per pound on raw cotton, the industries have frequently been obliged to import it from the United States. The only cotton mills in this district are in

Valencia, and the chief cotton-growing regions are near Valencia and also farther in the interior in the State of Portuguesa. It is also being grown near Barquisimeto, Coro, and in other localities. The high prices that have prevailed for the past two years for cotton and cotton goods have given a great stimulus to cotton growing. The Government has aided in this movement by the distribution of seeds. The only figures the writer has available showing the quantity raised are the following, which are stated in metric tons (of 2,204.6 pounds). Transported by the Gran Ferrocarril de Venezuela, States of Aragua and Carabobo: 1906, 254 tons, 1912, 3,002 tons; 1915, 1,130 tons; 1916, 1,223 tons; and 1917, 1,931 tons. The production in the State of Portuguesa for 1916 was 605 tons, and in 1917, 1,944 tons.

The above figures probably represent seed cotton and do not by any means include the entire production of Venezuela or even of this consular district.

Official reports have predicted a bright future for the industry. The locusts have proved very disastrous at times and were largely responsible for the drop in production in the Aragua-Carabobo region indicated from 1912 to 1915. It is thought that the climate and soil of Venezuela are better suited to the growing of upland varieties of cotton than sea island or Egyptian.

NEW MATCH CONCERN IN DENMARK.

[Commercial Agent Norman L. Anderson, Copenhagen, July 6.]

A large concern has been formed in Copenhagen under the name of Aktieselskabet Tandstikkompagniet, with the object of carrying on the manufacture of matches and an import and export business. The capital stock will ultimately be 10 500,000 crowns, and the start is made with a capital stock of 1 500,000 crowns. The increase to 10,500,000 crowns is, however, guaranteed.

THE COTTON-SPINNING INDUSTRY IN SWEDEN.

[Consul General Albert Halstead, Stockholm, July 13.]

Before the war Sweden imported very considerable quantities of cotton yarn for the textile industry, and though the cotton-spinning industry is not of prime importance, the war at first tended to, increase the production. Satisfactory statistics are not obtainable for a year later than 1915, and in that year the cotton yarn spun weighed 20,841,714 kilos (one kilo=2.2 pounds) and was valued at 37,370,357 crowns (\$10,015,256). Compared with 1914 this was an increase in production of 3,082,538 kilos and in value of 5,414,130 crowns (\$1,450,987). Hosiery valued at 17,247,399 crowns (\$4,622,303) was manufactured in 1915, an increase of 1,683,384 crowns (\$451,147) over 1914. In this year also cotton, not bleached, dyed, or printed, weighing 4,857,127 kilos and valued at 12,777,696 crowns (\$3,424,433), was woven, an increase over 1914 of 757,608 kilos and 2,268,273 crowns (\$607,897). In 1915 the manufacture of bleached or colored cotton was 8,668,690 kilos with a value of 30,511,357 crowns (\$8,177,044), which was an increase of 1,145,051 kilos in quantity, and of 4,946,206 crowns (\$1,325,583) in value over the preceding year, and 679,200 kilos of printed or pressed cotton valued at

2,732,483 crowns (\$732,305) was manufactured, representing an increase of 61,167 kilos and 481,967 crowns (\$129,167) over 1914. The total value of cotton manufactures, not including stockings, for 1915 was 46,021,536 crowns (\$12,333,772), an advance over 1914 of 7,695,546 crowns (\$2,062,406), due to increased production and high prices.

The following table, giving the quantity and value of the imports of cotton manufactures into Sweden in 1916, shows the demand for cotton goods in that country:

Cotton manufactures.	Kilos.	Value.	Cotton manufactures.	Kilos.	Value.
Cloths:			Tissues, n. e. s.—Continued.		
Bookbinder.....	93,443	\$26,651	Exceeding 60—		
Not exceeding 80 warp.....	8,314	14,453	Weighing between 100 and		
More than 80 warp.....	63	140	250 grams, etc.—Continued.		
Felt—			Bleached or dyed of		
Engine (for factory use)....	29,232	26,568	one color.....	465,950	\$411,635
Plush and velvet, etc.....	99,311	279,724	Woven of two or		
Manchester—			more colors.....	99,674	136,310
Not bleached or dyed....	25	21	Weighing less than 100 grams		
Bleached or dyed.....	3,975	4,710	per square meter and con-		
Sail.....	1,958	527	taining in square of 1 centi-		
Other kinds—			meter, warp and weft		
Not bleached or dyed....	81,482	271,065	threads—		
Printed or pressed.....	929	3,299	Not exceeding 60—		
Tissue, handkerchief, containing			Not bleached or dyed	197,962	318,309
in square of 1 centimeter warp			Bleached or dyed of		
and weft threads.....	2,879	5,375	one color.....	96,843	181,677
Not exceeding 80.....	2,687	5,041	Woven of two or		
More than 80.....	192	334	more colors.....	55,887	123,566
Tissues, n. e. s.:			More than 60—		
Weighing 250 grams or more			Not bleached or dyed	11,250	18,090
per square meter—			Bleached or dyed of		
Not bleached or dyed....	35,915	57,800	one color.....	123,895	265,631
Bleached or dyed of one			Woven of two or		
color.....	7,052	12,285	more colors.....	7,853	18,941
Woven of two or more			Other kinds, n. e. s.:		
colors.....	474	858	Weighing 100 grams or more—		
Weighing between 100 and			Not bleached or dyed....	34,708	46,509
250 grams per square meter,			Bleached or dyed of one		
and containing in square			color.....	47,499	76,362
of 1 centimeter warp and			Woven of two or more		
weft threads.....			colors.....	63,258	122,910
Not exceeding 60—			Weighing less than 100		
Not bleached or dyed	318,607	298,854	grams—		
Bleached or dyed of			Not bleached or dyed....	18,454	32,147
one color.....	83,616	100,341	Bleached or dyed of one		
Woven of two or			color.....	39,390	\$8,197
more colors.....	73,345	93,422	Woven of two or more		
Not bleached or dyed	412,153	607,514	colors.....	13,372	30,008

PAYMENT OF ARREARS OF MEXICAN MINING TAXES.

Ambassador Fletcher has recently transmitted a copy of a Mexican decree of July 19, published in the *Diario Oficial* of July 26, making certain modifications in the requirements for the payment of overdue taxes on Mexican mining property. The purpose of the present decree is to amend the decree of April 26, one article of which provided that back taxes would be collected in installments of one-third, beginning with the second four-month period of 1918, at the same time as the current taxes. Failure to make the required payments would result in cancellation of the concession.

In place of the collection of one-third of the arrears a new schedule is published providing for payments of smaller proportions varying according to the number of "tercios" (four-month periods) for which the taxes are due. The arrears of longest standing are subject to the smallest percentage of payment. The schedule follows:

On three to five "tercios" -----	25 per cent.
On six to eight "tercios" -----	20 per cent.
On nine to eleven "tercios" -----	15 per cent.
On twelve to fourteen "tercios" -----	10 per cent.
On fifteen "tercios" and over -----	5 per cent.

Further requirements are that payment for the current "tercio" with the required surcharge be made before September 1, and that the mining claims to which the payments apply be actually worked before December 31, 1918. Proof of compliance with this ruling must be submitted to the Treasury Department, supported by affidavit from the local authorities and confirmed by the Department of Industry, Commerce and Labor.

[The law of April 26, 1918, was summarized in COMMERCE REPORTS for July 19 with a reference to the reduction in the "pertenencia" tax on mining properties, to which the above decree applies.]

CONSUL'S EFFECTIVE USE OF TRADE JOURNALS.

[Consul William W. Masterson, Durban, Natal, Union of South Africa.]

An unusually large number of American trade publications are received at this consulate, and it has been our constant endeavor to make these publications do full service in reaching as much of the trade in Durban as possible, and up until recently it has been the custom in this consulate to keep these publications on display in the reading room of the consulate until a new mail arrived, when the recent publications would then be displayed and the older publications be distributed among the leading merchants.

This scheme has worked fairly well, the great drawback having been in getting representative business men in the habit of coming to the consulate for consulting these publications, but considerable trade has resulted in this arrangement. Recently, however, an arrangement has been perfected whereby after the publications have been displayed in this consulate from the coming of one mail to another, then the whole list of publications are taken over to the public library where the librarian has kindly furnished a large reading table, and also a reading rack upon which these American publications are displayed, and after they have done duty at the library until another lot is taken over the old publications are then distributed among the trade as usual.

In inaugurating this new service the librarian had inserted in the two daily papers of Durban the following news notice:

A small beginning has been made in the direction of extending the use of the municipal library to business men. The American consul, Mr. Masterson, has arranged for the supply of a number of American trade journals to the library, where a table in the reading room has been set aside for their exhibition. The following journals are now available, and more are expected: American Builder, American Exporter, American Export and Industries, American Jeweler, American Machinist, American Stationers, American Thresherman and Farm Power, Angola Journal, Brewer's Journal, Boot and Shoe Recorder, Clothier and Furnisher, Cooper's Journal, Engineering News and Record, Electric Railway Journal, Electric Record, Electrical Engineer, Furniture Manufacturer, Hides and Leather, Handbook of Automobiles, Hardware Dealers' Magazine, Inland Printer, Implement Age, Jewelers' Circular, Lumber World Review, Louisiana Planter, Men's Wear, Motor Boating, Nation's Business, Nautical Gazette, Providence Magazine, Review of Music Trade, Shipping, Southerman Lumberman, and Tobacco.

The librarian would like it known that any other trade papers would be welcomed and freely exhibited.

Already several orders for goods have been sent to America, the information having been gained through consulting these American publications on file in the municipal library, one particularly being a large order for haberdashery goods, and another use is also being made of some of the pages of these publications, as pointers are thus obtained from them for similar advertising in local papers.

STEAMBOAT-INSPECTION RULES AMENDED.

The Steamboat-Inspection Service has issued a circular letter dated August 14, 1918, addressed to inspectors of the service, steamboat companies, boiler manufacturers, and others concerned, containing an amendment of the General Rules and Regulations of the Board of Supervising Inspectors and approval of vessel equipment adopted by the executive committee of the Board, at a meeting held from August 5 to 9, inclusive, 1918, as follows:

Tests of Lapwelded and Seamless Boiler Tubes.

In order to provide for suitable flanges for test pieces of lapwelded and seamless steel boiler tubes of small diameter, the following paragraph was inserted under headings of "Lapwelded boiler tubes up to and including 4 inches in diameter" and "Seamless steel boiler tubes" of section 15, Rule II, all classes of the Board rules:

Tubes less than 3 inches in diameter shall only be required to have a flange turned equal to one-eighth the diameter of the tube.

Vessel Equipments Approved.

The following-described vessel equipments were approved:

Sixteen-foot, 24-foot, and 26-foot standard metallic lifeboats, and 12-person, 17-person, and 24-person standard metallic pontoon life rafts of the Emergency Fleet Corporation.

Gaskin reversible lifeboat and Gaskin reversible life raft, presented by Wm. H. Appleton, New York, N. Y.

Twenty-eight foot collapsible lifeboat presented by the Coston Supply Co., New York, N. Y. Approved as a lifeboat of Class 2A, and allowed a capacity of 52 persons.

Boat-releasing device presented by John A. McNabb, New York, N. Y.

On and after November 1, 1918, all Raymond lifeboat releasing hooks shall be arranged with a continuous fall so as to insure the coincident lowering of the forward and after ends of the boat, the releasing gear to be attached to the boat with fittings appropriate for the Raymond gear. This rule shall apply to all Raymond hooks installed after the approval of the rule.

Bailey Improved life preserver No. 1, Kapok, presented by Miss Anna Deane Bailey, New York, N. Y.

The Universal Hannsilk jacket life preserver, presented by the Robinson-Rodgers Co., Newark, N. J., was approved both for adults and children.

Improved Minimax fire extinguishers of 2½ and 1½ gallons capacity, presented by the Minimax Co., New York, N. Y.

Colven water-tube boiler, submitted by the New York Engineering Co., New York, N. Y.

The above action of the executive committee received the approval of the Secretary of Commerce on August 12, 1918, under the provisions of sections 4405 and 4491, Revised Statutes.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

RULES GOVERNING THE PURCHASE OF EGYPTIAN COTTON.

[Consul Arthur Garrels, Alexandria, June 26.]

The Cotton Control Commission, which was established to supervise the purchase by the British and the Egyptian Governments of the 1918-19 Egyptian cotton crop, announces the following rules and regulations governing the commission's purchases of cotton:

1. All cotton must be offered for sale through a person or firm in Alexandria. Cotton may not be consigned direct to the commission either by rail or by water.

2. The actual purchase of cotton and its subsequent manipulation will be undertaken on behalf of the commission by a certain number of firms, who will hereafter be referred to as "delegated firms."

3. Sellers must take delivery of cotton consigned to them and make their own arrangements for storage and insurance until its delivery to the commission.

The commission will in certain cases and subject to arrangement made in advance, allow cotton to be deposited in stores that have been leased to it at a charge not exceeding 7 millimes per bale per night to cover storage and fire insurance.

4. As soon as sellers have received completed lots they must tender the same for sale to the commission. They will fill up a bordereau for each lot of cotton, showing where the cotton has been ginned, the warehouse in which it is stored, their classification according to the commission's types, the price they expect to obtain, and village weight and tare. Cotton must be stored so that every bale can be properly sampled.

These bordereaux will be handed in at the office of the commission, and will be allotted by the commission to a delegated firm, which will sample and value the cotton.

5. Delegated firms are not bound to buy cotton at the exact price of any particular type if, in their opinion, the cotton is between two types. They will assess the value to the best of their judgment.

6. If the seller disagrees with the value placed on his cotton by the delegated firm he may appeal on payment of a fee of L. E. 3 (L. E.=Egyptian pound of \$1.913) for every lot of 50 bales or less, and where the lot is of over 50 bales of L. E. 3 for the first 50 bales and L. E. 2 for each further 50 bales or less. The fee will be refunded to him if his original classification is correct. All samples for appeal will be drawn by samplers employed by the commission.

The details of the composition of appeal committees and the regulations under which they will work are included at the end of this notice.

7. When the price has been established and the cotton passed after reexamination of the bales in Shooma, the seller will receive from the delegated firm a signed voucher confirming the purchase.

The cotton will be weighed and transported to the commission's stores as soon as possible. The final settlement of net weight after deduction of tare and any allowances will be carried out as at present by means of storekeeper's receipts.

If, however, in accordance with paragraph 3, the cotton has been deposited in the commission's store the entry weight must be accepted as the purchase weight.

Cases of excessive humidity will be arbitrated on under the regulations of the Alexandria General Produce Association, and the seller will pay all fees and expenses.

Weighing charges will be paid by the seller.

8. Sellers will present the signed voucher the next day at the office of the commission, and will be paid 95 per cent of the value; the balance will be settled when storekeeper's receipts are presented.

9. Prices will be in dollars per cantar net weight. No brokerage will be paid or received by the commission or by delegated firms.

Road dues will not be deducted from sellers' invoices.

10. Sellers are responsible for the even-running quality of their cotton. If bales are found to contain mixed cotton when they are brought into the press, the cotton will be revalued and the commission shall have power to reduce the price to that of the lowest 30 per cent of the cotton in the lot.

If a lot is found to contain entire bales of a lower quality, such bales will be revalued; and a fine up to P. T. 20 per cantar may be inflicted at the discretion of the commission.

If a lot is found to be false-packed, it will be revalued on the lowest 30 per cent, and in addition a fine of P. T. 40 per cantar will be inflicted.

When a delegated firm discovers any such mixtures it will at once advise the commission, which will, failing agreement between the seller and the delegated firm, appoint an appeal committee to examine the lot in question. The fee for such appeal will be L. E. 5 per 50 bales or less, and is, together with all expenses, payable by the seller.

11. "Afrita" will be offered for sale in the same way as cotton save that no other prices will be paid than those published in the schedule. If the lot tendered is between two types, the price of the lower will be paid.

Any lot of first or second quality found to be mixed "Brown" and "Sakel-larides," will be assessed as if the tender was "Brown," less a fine of P.T. 10 per cantar.

12. The foregoing regulations are subject to alteration from time to time at the discretion of the commission.

Regulations for Appeals.

1. The Cotton Control Commission will publish in due course a list of experts appointed to act as members of appeal committees.

2. Appeals will be decided by a committee composed of three experts chosen from the list. A member of the Cotton Control Commission will act at chairman of appeal committees and the three members for each committee will be nominated by him or by any person authorized to act on his behalf. The chairman will not give any opinion in appeal cases.

3. Appeal committees will be informed of the classification given by the delegated buying firm and by the seller, but they will not be told the names of the parties interested.

4. Samples for appeal will be drawn by the commission's samplers and will represent the back and front of the bales.

5. The results of appeals will be registered by the commission and will be communicated to the delegated buying firm and to the seller, but will not be made public.

[The announcement of the appointment of the Cotton Control Commission was published in **COMMERCE REPORTS** for Mar. 22, and the schedule of types and type marks established by the commission appeared in the issue of June 21, 1918.]

BRAZIL ACTIVE IN FOREIGN TRADE WORK.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 1.]

The recently created commercial section of the Brazilian Ministry of Foreign Affairs, which has met with the unanimous approval of the press and commercial associations in this country, is rapidly completing its plans for extensive propaganda work for Brazilian products in foreign markets. This new department will in the near future publish a monthly periodical in Portuguese, French, and English, which each month will contain a very complete monograph of one of the leading Brazilian products, including a minute description of the several grades and types of the article as it enters into foreign commerce, a study of the foreign markets requiring greater attention for the sale of Brazilian exports, information on general trade movements, tables of the market situation, and market prices. Reports of the Brazilian consular officers will be published at length and opportunities for the employment of foreign capital in Brazil will be presented in detail. Great emphasis is laid upon the important commercial work that Brazilian consuls abroad are expected to carry on under the recently reorganized consular service.

In countries and consular districts where there is insufficient publicity given to market quotations of Brazilian products, the Ministry of Foreign Affairs will furnish data to consuls by telegram.

RECENT FIGURES ON JAPAN'S GOLD ACCUMULATIONS.

[Consul General George H. Seidmore, Yokohama.]

On July 17, according to the Japan Advertiser, it was announced by the Japanese Government that the stock of gold to the account of Japan had reached 1,235,000,000 yen (\$615,030,000) up to the close of the previous week, that being an increase of 25,000,000 yen (\$12,450,000) on the close of the previous month. The Advertiser continues:

This gain in Japan's specie holdings only means the accumulation of tied-up gold abroad and the further inflation of the issues of notes at home. Of the total, the official announcement said 508,000,000 yen (\$252,984,000) is to the credit of the Japanese Government while 727,000,000 yen (\$362,046,000) is owned by the Bank of Japan. In the former there is an increase of 24,000,000 yen and in the latter a gain of 1,000,000 yen.

The holdings at home show no change and stand at 457,000,000 yen (\$227,586,000). All the gain in the fortnight, 25,000,000 yen (\$12,450,000), is seen in the holdings overseas, which thus have reached 778,00,000 yen.

IMPORTS OF RICE INTO MOROCCO.

[Consul General Maxwell Blake, Tangier.]

Prior to the war Germany supplied a considerable amount of the imports of rice into Morocco, the other important sources being England, Holland, and France. The amounts imported from each country are given below:

Country of origin.	1913		1914		1915	
	Metric tons.	Value.	Metric tons.	Value.	Metric tons.	Value.
France.....	1,085	\$78,172	471	\$27,664	2,994	\$168,138
England.....	2,360	142,927	447	26,365	196	14,616
Germany.....	2,863	172,053	291	18,445		
Spain.....	292	20,223	405	26,076	957	79,560
Belgium.....	155	9,556	80	3,782		
Italy.....	15	937				
Austria-Hungary.....	47	2,908	21	1,223		
Holland.....	1,393	85,646	232	13,783		
Other countries.....	13	754	1,008	56,640	11	1,128
Total.....	8,232	513,276	2,935	174,634	4,158	263,432

In 1916, 2,814 tons of rice, valued at \$247,844, and in 1917, 2,696 tons, value at \$334,672, were imported into Morocco. The details as to country of origin are not available for these two years.

The values above given are based upon the net cost of goods delivered in the Moroccan customs house, that is, including cost of goods, freight, and insurance, but excluding customs duty which amounts to 12½ per cent ad valorem.

PROPOSED AUTOMATIC TELEPHONES FOR SOUTH AFRICA.

[Vice Consul Charles J. Piser, Cape Town, June 29.]

In his annual report for 1917, the postmaster general of the Union of South Africa refers to the contemplated installation of automatic telephone systems by the Government in various cities of the Union. This action is based principally on the successful use of such a sys-

tem in Australia and the lower operating costs, which were about 30 per cent below those of the manual system, as reported by a Parliamentary committee of that country in 1915.

Although the installation cost will be higher, the Government has decided to install an automatic system in place of the existing manual switchboard at Johannesburg, which is nearing the end of its effective usefulness. This will permit of the establishment of certain unattended branch exchanges, with consequent reduction of the charges for connections to outlying parts of the town. A similar change will also be made at Pietermaritzburg, where a new switchboard is required, and at other places where the present equipment is worn out and new extensions are necessary.

The postmaster general states, however, that he does not anticipate that the new systems will be installed immediately, due to the difficulty of securing the necessary equipment, and probably not until after the close of the war.

Catalogues Desired for Starch Manufacturing Machinery.

The Bureau is in receipt of a communication from a department of a foreign government to the effect that catalogues of machinery for the manufacture of starch are desired by prospective starch manufacturers. The address to which information should be sent can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 9114.

ORGANIZATION OF BRAZILIAN PRODUCTS COMPANY.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 1.]

By decree No. 13003, of June 12, 1918, the President of Brazil has authorized the "Empresa de Productos de Guaraná" (Guaraná Products Co.) to operate in Brazil. This company was organized May 20, 1918, with a declared capital of 150 contos of reis (about \$37,500 in American currency). The chief object of the company will be to continue to manufacture pharmaceutical preparations. Its head office will be in Rio de Janeiro.

AUSTRALIAN GOVERNMENT PRINTER TO VISIT AMERICA.

[Consul William C. Magelssen, Melbourne, July 5.]

The Federal and State Governments of Australia have for some time past experienced much difficulty in maintaining an adequate supply of paper for their purposes, and the outlook gives promise of still further trouble. With a view to remedying this matter Mr. Albert Mullett, the Government printer, will visit the United States to purchase paper.

AMERICAN CUTLASSES SOLD IN JAMAICA.

[Consul Charles L. Latham, Kingston, July 27.]

A report from the American consulate at Kingston published in COMMERCE REPORTS for July 23, 1917, called attention to the opportunity for the sale of hand agricultural implements, particularly cut-

lasses, in Jamaica. As a result, a number of inquiries were received from American manufacturers, who were put in touch with local importers, and thousands of cutlasses have been imported from the United States. In fact, at the present time, the American cutlass is the principal one in the stocks of local stores and in use throughout the island. As many as 50 or 60 cases have been ordered by a single merchant from a single American firm.

Distribution of Fish During July.

A statement has been issued by the Bureau of Fisheries showing that a total of 15,704,620 fish (9,100,000 fry and 6,604,620 fingerlings) had been distributed by its stations during July.

IMPORTS OF HABERDASHERY INTO CEYLON.

[Consul Walter A. Leonard, Colombo.]

Of the \$879,994 worth of men's haberdashery imported into Ceylon for the year 1916, the United Kingdom supplied about 50 per cent, followed by India and Japan. The United States supplied but \$7,903 worth. The share of each country in this trade was as follows:

Countries of origin.	Packages.	Value.	Countries of origin.	Packages.	Value.
United Kingdom.....	10,019	\$410,916	United States.....	64	7,908
India.....	32,170	373,051	China.....	358	3,363
Japan.....	556	48,784	Other countries.....	378	16,624
France.....	77	12,444	Total.....	44,583	879,994
Straits Settlements.....	961	6,904			

[A list of the leading dealers in men's haberdashery in Ceylon can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 104520.]

JAPANESE COMMERCIAL EXHIBIT AT HARBIN.

[Excerpt from the Japan Advertiser, transmitted by Consul General George H. Seidmore, Yokohama.]

A commercial showroom will soon be opened at Harbin by the Japanese Government. It will be under the management of the Russo-Japanese Association. Its head, Mr. Mikage Mori, will start on a tour in the principal commercial centers of this country to urge manufacturers to cooperate with him in making it a success.

It is stated by officials in the Department of Agriculture and Commerce on this new undertaking that this showroom has been planned by the Government to promote Japan's trade with Siberia. Mr. Mori will leave for Harbin in the early part of August when he will finish consultations with Japanese manufacturers, and start the actual preparations for the opening of the showroom at the Manchurian town.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

BRAZILIAN COMPANY TO MANUFACTURE ETHYL GAS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 21.]

The "Companhia Nacional do Gazethyl" (The National Ethyl Gas Co.), was incorporated at Rio de Janeiro on June 5, 1918. The principal object of the company is the manufacture of ethyl gas as a substitute for gasoline, following the formulas discovered and patented by Theophilo Henrique, of Santa Anna, Brazil.

The declared capital of the company is 1,000 contos of réis (about \$250,000 in American currency), and its bankers are the Banco Hypothecario do Brazil.

Its product, "gazethyl," is already being offered and is said to be finding sale during the present scarcity of gasoline, which is selling at as high as \$2 per gallon.

AUSTRALIAN IMPORTS OF SHEET GLASS.

[Consul William G. Magelssen, Melbourne.]

No window sheet glass is manufactured in Australia, consequently the market depends on foreign sources. The imports during the years immediately preceding the war were as follows:

	1911		1912		1913	
	Square feet.	Value.	Square feet.	Value.	Square feet.	Value.
Imports.....	12,211,972	\$320,089	13,868,490	\$425,006	15,373,214	\$561,687
Exports.....	32,394	1,854	41,701	2,161	35,112	1,986
Net imports.....	12,179,578	318,235	13,826,786	422,845	15,337,102	559,701

COTTON PRODUCTION IN GERMAN EAST AFRICA.

[Consul Harry A. McBride, London, England.]

The following article upon the production of cotton in German East Africa up to 1914 is taken from an issue of the Board of Trade Journal, and will give some idea of the importance of the cotton industry in that part of Africa.

Steady progress was made by the Germans in cotton growing in their East African colony up to 1914, but by far the greater part of the cotton-growing lands of the colony are now within the British zone. About 22,000 hectares (54,360 acres) were devoted to the cotton crop in 1912-13, of which 6,400 hectares (15,814 acres) were cultivated on the plantation system, and the rest planted by natives.

The following review of cotton production in the colony is taken from various German reports. In estimating the possibilities of the region for cotton growing, an opinion has been expressed that the irregularity and uncertainty of the rainfall will always hamper the industry and prevent it from becoming really successful. On the other hand, it is to be noted that under the Kolonial-Wirtschaftliche Komitee (which corresponds to a certain extent to the British Cotton Growing Association), exports of cotton from the colony increased from less than half a ton in 1902 to 1,882 tons in 1912.

Most of the cotton is grown in the districts of Lindi in the south and Mwanza on Lake Victoria. It is impossible to distinguish from the published statistics of the colony the amount of cotton grown by the natives and that grown by the Europeans, as many of the latter owned ginneries and bought cotton from the natives.

Output and Prices of Cotton.

The output for the five years, 1908-1912, was steadily rising in quantity but not in price, as the following table indicates:

Calendar year.	Bales of 250 kilos.	Price per kilo.	Total value.	Calendar year.	Bales of 250 kilos.	Price per kilo.	Total value.
1908.....	1,091	\$0.22	\$20,366	1912.....	7,526	\$0.27	\$209,856
1909.....	2,077	.20	104,830	1913.....	8,768	.....	618,800
1910.....	3,581	.29	178,808	1914.....	12,000	.....	.....
1911.....	4,322	.29	316,973				

NOTE.—The kilo equals 2.2 pounds.

Disease—Yield Per Acre.

The cotton plant in the colony is liable to frequent and highly detrimental diseases, and is much damaged by parasites and drought. By far the most serious disease to which it is exposed is the so-called krausel krankheit, or pink boll worm. This name is likely to cause confusion, as there are other diseases to which it is more accurately applied. This particular disease first appeared in 1909 and was attributed to the action of the cicada (*cicadidæ*).

In 1910-11 the German Colonial Economic Commission (K. W. K.) compiled a careful record of each of the 55 plantations of cotton then existing in the protectorate, including the yield of ginned cotton per hectare from each estate.

The returns vary widely, but the average yield of cotton cultivated as an unmixed crop may be taken for the year 1910 as 320 pounds (pfund) of ginned cotton per hectare. The highest yield per hectare in the northern cotton lands was from 700 to 800 pounds, while in the central districts it was 415, and in the southern as much as 925 pounds per hectare.

Varieties Best Suited.

The German administration came to the conclusion that Egyptian varieties were best suited for the lower levels of the coastlands, where they yielded a good fiber, and in good years a sufficient crop. In the highlands, however, they met with insects and disease. Mitafi and Abassi were successful, but the newer varieties had not been sufficiently tried for a definite verdict to be given.

With the wide differences in climate and methods between German East Africa and Egypt the Germans had to face degeneration of the plants, and two ways of meeting this were considered: (1) The renewal of the seed by annual supplies from Egypt, and (2) the breeding of a local variety able to overcome the local difficulties.

Of the upland varieties, Nyasaland Upland stood the test of the experimental stations best and seemed likely to be the most popular both for endurance, quality, and yield. Uganda Upland had also done well on the higher levels, particularly as to the yield, but fell behind Nyasa in excellence of fiber. Both are better able to with-

stand disease (krausel krankheit) than the Egyptian varieties. Of the other varieties, Chiwa Upland (Turkestan) was under trial when war broke out. Both the Togoland varieties and the Caravonicas has been tried and definitely abandoned.

The results of cultivation for several seasons seem to indicate that American upland kinds of cotton are better suited for native cultivation in German East Africa than are Egyptian kinds.

Natives Interested in Cultivation.

Among the natives the cultivation of cotton was steadily growing in extent and in popularity. The number of colored pupils at the experimental stations who were trained to give instruction to the natives increased every year, and the results of this system were considered satisfactory. The interest of the natives was evidenced by the steady increase in the amount of seed distributed, 414,000 kilos having been distributed for the 1913 crop as compared with 258,200 kilos in the previous year.

The native cultivation of cotton has been heavily subsidized both by the German Government and the Colonial Economic Association. The purchases made by the German commissioners from the natives were carefully watched, so that a price was assured to them that was justified by the state of the market. The natives were also protected from illicit exploitation.

The Colonial Economic Commission (K. W. K.) assisted native cotton cultivation: (1) By purchasing and delivering cost free to the Imperial Provincial Office supplies of cotton seed. These amounted, according to estimates in 1913-14, to 151,000 marks (\$35,938); (2) by maintaining the guaranteed fixed price for certain sorts of cotton in certain districts; and (3) by offering prizes in cash and implements for the best-kept cultivation, the best quality seed, and the largest yield.

Having determined by their experimental work the districts best adapted for cotton, the German colonial administrators were before the war concentrating their whole attention upon two objects in native cotton cultivation—to replace the imported seed from Egypt by locally grown varieties, and in each district to limit cultivation to one single variety in order to standardize more easily the type and facilitate the disposal of the crop.

Acreage Under European Management.

The European cultivation grew from 1,965 hectares in 1903 to 12,918 hectares in 1912, and was further increased in 1913. In 1910-11 cotton was making progress as an unmixed cultivation under European management. There were 165 plantations with 2,795 acres under unmixed culture, and 13,306 acres with cotton between rubber and sisal. The acreage under European cultivation in 1913 is given as about 35,000 acres, on 6,000 of which cotton was grown as a catch crop. The white planters were directly helped both by the Government and by the Colonial Economic Commission.

A sum of \$48,665 for 1913 and each of the following years to promote the development of cotton growing in German East Africa was voted by the Reichstag in connection with the estimates for 1913.

The cultivation of cotton in German East Africa had hardly emerged from the experimental stage. It enjoyed one advantage

over other crops in that the Government took the greatest interest in its development and came to the assistance of the planter.

Experimental Stations.

The division of the respective responsibilities in furthering cotton cultivation was settled by an agreement of March 14, 1910, between the Imperial Colonial Office and the Colonial Economic Commission. Under the German system the Government agricultural research stations were responsible for trials of seed varieties, seed cultivation, manures, and water supply, the campaign against pests, scientific testing of the soil, and the meteorological service.

In 1914 the German administration was maintaining five special stations for cotton experimental work. These were at Mpanganaya, in Rufiji Province; Myombo, near Kilossa (Morogoro Province); Mabama (Tabora Province); Mahiwa (Lindi Province); and the station for agricultural research at Kibongoto (Moschi Province). A new cotton station in Mwanza Province was also started.

The object of these farms was to evolve a variety of the plant best suited to local conditions and to put a period to the dependence of the colony upon other countries for its seed. Several plantations have begun to plant their own seed with fair success.

The white personnel and native traveling instructors were attached to the district administrators.

Training of Instructors—Number of Ginneries.

After careful consideration the German Government decided not to obtain the personnel for their stations from other countries but to train them in German East Africa itself, and post them when trained to other colonies. A careful theoretical training was given to the students at the Agricultural Institute of the University of Jena or Gottingen, and before they proceeded to the colony they took a course in cotton valorization in Bremen. The choice of German East Africa for their practical training gave them a chance to visit Uganda and British Nyasaland.

The official returns (taken presumably on the same date each year) show the increase in the number of ginneries since 1907 as follows: 1907, 7; 1908-09, 15; 1910, 19; 1911, 25; 1912, 36; and at end of 1913, 38. These were motor driven. In addition there were a large number of hand machines. In April, 1912, the number of ginneries was 31; the motor power varied between 50 and 7 horsepower. In 1914 water power was in use in six of the plants.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 849 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobiles.....	27330	Machinery.....	27330, 27334, 27335, 27338
Carpets.....	27332	Matting.....	27332
Chairs.....	27332	Paints and varnish.....	27337
Disinfectants.....	27333	Rubber tires.....	27333
Electrical machinery.....	27334, 27336	Sheep dip.....	27333
General merchandise.....	27330, 27333, 27334	Soap.....	27333
Linoleum.....	27331, 27333, 27332	Wire and staples.....	27332

27330.†—A man from Switzerland who is at present in the United States desires an agency for manufacturers of machinery, automobiles, and general merchandise. Correspondence may be in English. Reference.

27331.†—A mercantile house in the Straits Settlements desires to secure the sole agencies for supplies and general merchandise for plantations, mines, stores, and bazaars. Catalogues and full information are requested. Reference.

27332.*—An American located in New Zealand wishes to secure an agency for carpets, matting, linoleum, and wooden chairs; also barbed and plain wire and staples. Quotations should be made f. o. b. New York or San Francisco. Terms of payment, cash in advance, or draft with bill of lading attached. References.

27333.†—An agency is desired in South Africa for the sale of disinfectants for medical and surgical use, powder and liquid soap, household soap, soft soap, toilet soap, medical soap, massage cream, ointment, tooth powder, lozenges, embrocation, and soluble blocks. The applicant also desires an agency for the sale of sheep dip, rubber tires, and general merchandise. Reference.

27334.†—A man in Spain wishes to receive catalogues from American manufacturers of electrical and mechanical machinery and material of all kinds as well as material for lighting vessels. Correspondence should be in Spanish.

27335.*—A man in Northern Italy desires an agency for watchmaking machinery, and ring-making machinery. Catalogues are requested. Cash will be paid. Correspondence should be in French or Italian.

27336.*—A man in Canada wishes to purchase small electric motors, both direct and alternating current. Terms of payment to be arranged.

27337.*—A firm in India desires to purchase 5 tons of zinc oxide paint in kegs, to be used with linseed oil, 3 tons of red oxide paint to be used with linseed oil over iron, 5 tons of green paint to be used with linseed oil, and 2 tons of copal varnish for wood. Terms of payment, cash in United States against shipping documents. Reference.

27338.*—A man in Mexico, desirous of forming a company for the manufacture of matches, wishes to secure literature and factory cash quotations on machinery for making safety matches.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

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No. 194

Washington, D. C., Monday, August 19

1918

CONTENTS.

	Page.		Page.
Customs warehouses in Spanish port	657	Canadian freight rates and operating expenses	664
Trading restrictions in radio-active substances	657	Installation of sewers in Dominican Republic	664
Permission for exportation of Spanish olive oil	657	Commerce through the Sault Ste. Marie Canals	665
Argentiniens turn to American wearing apparel	658	Special export license No. RAC-42 for certain transit goods	666
Fresh fruits and vegetables from Cuba	658	Development of Grecian lignite industry	667
American banks preparing for foreign trade extension	659	Bound volumes of COMMERCE REPORTS desired	671
Exhibit of foreign electrical goods at New York	661	Revised cumulative supplement to Enemy Trading List	671
Free admission of meat products into Spain	661	Proposals for Government supplies and construction	672
Overhead charges and the price of coal in Canada	662	Import prohibitions in Jamaica	672
Advantages of standard color card	663		
Catalogues for hardware and cotton goods desired	663		

CUSTOMS WAREHOUSES IN SPANISH PORT.

Consul General Hurst reports from Barcelona under date of August 14 that the right to maintain customs free premises for storage of imported merchandise is granted to the port of Santander by a Spanish royal decree of August 13.

TRADING RESTRICTIONS IN RADIO-ACTIVE SUBSTANCES.

Consul General Robert P. Skinner reports from London, England, under date of August 14, that the Minister of Munitions prohibits the purchase, sale, and delivery, except under license, of all radio-active substances.

PERMISSION FOR EXPORTATION OF SPANISH OLIVE OIL.

[Cablegram from Consul General Hurst, Barcelona, Aug. 14.]

A royal order published August 13 authorizes, in addition to special permits previously granted, the exportation until the end of the current year of 20,000,000 kilos of olive oil, one-half of which shall be allotted to North and South America. An export duty of 30 pesetas per 100 kilos will be collected before shipment and all containers must be engraved or otherwise indelibly marked with trade label, registered or not, showing Spanish origin of the oil. Of the 20,000,000 kilos in question, 25 per cent is reserved for exporters having already declared their desire to export under previous regulations, while 75 per cent is open to all exporters. (Peseta, normal exchange, \$0.193; kilo, 2.2046 pounds.)

[The most recent concession for exportation of olive oil was described in COMMERCE REPORTS for April 29. Limited exportation was permitted for a short period and an export tax at the same rate was charged. The embargo on olive oil of all grades was adopted in September, 1917, following partial prohibitions in July.]

ARGENTINIANS TURN TO AMERICAN WEARING APPAREL.

American wearing apparel is gaining steadily in Argentina as the result of failing European supplies, says a report just issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce. This is especially true of hosiery, which, before the war, came almost entirely from Germany. At first there was some dissatisfaction with the dyes used, but the excellence of American colors has now been amply demonstrated and complaint on that score has subsided.

The report is one of a series now being issued by the Government to help American wearing apparel manufacturers prepare for foreign trade after the war. The market for each article of wearing apparel, both men and women's, is described in detail, and there are chapters on methods of marketing, credit, packing, and other factors that influence the success of attempts to enter the market.

There are 8,000,000 people in Argentina, and the climate is rigorous enough to make even the poorest a consumer of wearing apparel. Argentinians are naturally free spenders and for the most part are willing to pay liberally for what they wear. Wealthy clients demand the best the home market affords, and if that is not good enough the dealer is often instructed to send abroad for the desired article. Nor is this characteristic confined to the wealthy class alone. The 100-peso clerk in a stationer's shop will receive customers in carefully pressed black broadcloth cutaway coat and gray trousers. The operating personnel of the railroads and street railways demand two new uniforms yearly to satisfy their ideas of personal appearance during working hours. Peons on the haciendas in the country will spend a week's wages for a silk kerchief to knot about their throats on dress occasions.

The Government's report is entitled "Wearing Apparel in Argentina," Miscellaneous Series No. 68, and is sold at the nominal price of 20 cents by the Superintendent of Documents, Government Printing Office, Washington, D. C., and by all the district and co-operative offices of the Bureau of Foreign and Domestic Commerce.

FRESH FRUITS AND VEGETABLES FROM CUBA.

A new, general license has been issued by the Bureau of Imports of the War Trade Board in a new ruling (W. T. B. R. 205) as follows: PBF-24, permitting the importation of fresh fruits and fresh vegetables from Cuba, for shipments made on or before December 31, 1918.

Formerly, fresh fruits and fresh vegetables were allowed to be imported from Cuba without an individual import license if shipped by rail and car ferry from Habana, or if shipped on certain vessels approved by the War Trade Board. This new general license will now permit the importation of fresh fruits and fresh vegetables from Cuba when transported by any means whatsoever, and this general license will remain in effect until December 31, 1918.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

AMERICAN BANKS PREPARING FOR FOREIGN TRADE EXTENSION.

[From the Federal Reserve Bulletin for August.]

Applications for the establishment of several additional foreign branches by American banks have been granted by the Board, and the total list of such branches now in existence is given below. In three ways American banks are beginning to lay the foundations of the system which will furnish a basis for the expansion and financing of our foreign trade after the close of the war. One of these is the direct establishment of branches as just indicated. In addition there is an evident disposition on the part of the banking community to undertake the organization of foreign banking corporations. One or two promising additions to the existing list of such corporations have either been established or are now in prospect, contemplating as their field of operation China and Italy, respectively. The third line of progress is found in the adoption of plans for the creation of discount companies dealing in paper growing largely out of foreign business. These latter enterprises are in a measure analogous to the discount houses well known in London. Progress in these directions during the last year has been continuous, and the outlook is now more promising than it has been for some time past. Further development along these lines is most desirable with a view to furnishing additional accommodation and enlarging existing exchange arrangements for American business men engaged in trade with other countries. In spite of the obstacles afforded by the war and the interruptions to trade which inevitably grow out of it, the conditions under which such banks can successfully be established are to-day much more favorable for making a beginning than they are likely to be after the close of the war. It is in the interest of the country that American institutions continue as rapidly as possible with the mapping out of the field and the doing of foundation work necessary to insure the United States its due share in the development of the world's business.

The Board hopes that Congress will soon be able to act upon its recommendation frequently made that provision be made for the Federal incorporation of banks which desire to undertake foreign operations.

Foreign Branches of American Banks.

Following is a list of foreign branches and subbranches of American banks authorized to date:

National City Bank, New York City:	Date authorized.
Branch at Buenos Aires, Argentina.....	Sept. 2, 1914.
Subbranch at Montevideo, Uruguay ¹	Apr. 16, 1915.
Branch at Rio de Janeiro, Brazil.....	Sept. 2, 1914.
Subbranches at Santos, Sao Paulo, Pernambuco, Para, and Bahia, Brazil.....	Dec. 23, 1914.
Branch at Habana, Cuba.....	Mar. 17, 1915.
Subbranches at Santiago, Matanzas, Cienfuegos, Guanta- namo, Camaguey, Cardenas, Manzanillo, Cuba; Kings- ton, Jamaica; and Santo Domingo, Santo Domingo.....	Mar. 17, 1915.
Branch at Valparaiso, Chile.....	Oct. 18, 1915.
Subbranches at Antofagasta and Santiago, Chile.....	Oct. 18, 1915.
Branch at Genoa, Italy.....	May 25, 1916.
Subbranches at Turin, Milan, Venice, Florence, Rome, Naples, and Palermo, Italy.....	May 25, 1916.

¹ Made an independent branch Dec. 8, 1917.

National City Bank, New York City—Continued.		Date authorized.
Branch at Petrograd, Russia	-----	July 5, 1916.
Subbranches at Moscow, Odessa, Warsaw, Riga, Baku, Astrakhan, Vladivostok, Sebastopol, Helsingfors, and Vilna, Russia	-----	July 5, 1916.
Branch at Lima, Peru	-----	July 31, 1917.
Subbranches at Payta, Callao, and Mollendo, Peru	-----	July 31, 1917.
Branch at Caracas, Venezuela	-----	July 31, 1917.
Subbranches at La Guaira, Porto Cabello, and Maracaibo	-----	July 31, 1917.
Branch at San Juan, P. R.	-----	Feb. 13, 1918.
Subbranches at Arecibo, Mayaguez, and Ponce	-----	Feb. 13, 1918.
Commercial National Bank, Washington, D. C.:		
Branch at Panama City, Panama ¹	-----	Jan. 12, 1915.
Branch at Cristobal, Canal Zone	-----	Nov. 30, 1914.
First National Bank, Boston, Mass.:		
Branch at Buenos Aires, Argentina	-----	Jan. 29, 1917.
American Foreign Banking Corporation, New York:		
Branch at Port au Prince, Haiti	-----	Jan. 7, 1918.
Branch at Habana, Cuba	-----	Feb. 25, 1918.
Branches at Cristobal and Panama City	-----	Apr. 2, 1918.
Branch at Rio de Janeiro, Brazil	-----	July 23, 1918.
Branch at Cape Haitien, Haiti	-----	July 23, 1918.
Branch at St. Marc, Haiti	-----	July 23, 1918.
Branch at Cali, Colombia	-----	July 23, 1918.

The Mercantile Bank of the Americas has branches and affiliated banks as follows:

France—Mercantile Bank of the Americas (Inc.), 11 bis Boulevard Haussmann, Paris.

Spain—Mercantile Bank of the Americas (Inc.), Canuda 2, Barcelona.

Peru—Banco Mercantil Americano del Peru, Lima, Arequipa, Chiclayo, Callao.

Ecuador—Mercantile Oversea Corporation, Guayaquil.

Nicaragua—National Bank of Nicaragua (Inc.), Managua, Bluefields, Leon, Granada.

Venezuela—Banco Mercantil Americano de Caracas, Caracas, La Guayra; Mercantile Oversea Corporation, Maracaibo.

Brazil—American Mercantile Bank of Brazil, Para, Pernambuco.

Colombia—Banco Mercantil Americano de Colombia, Bogota, Barranquilla, Cartagena, Medellin. Mercantile Oversea Corporation, Bogota, Barranquilla, Cartagena, Medellin, Girardot, Honda.

New Orleans, La.—Mercantile Oversea Corporation.

Agencies in Bolivia, Costa Rica, Guatemala, Honduras.

Banks operating in the foreign trade under regulations of the Federal Reserve Board are as follows: Mercantile Bank of the Americas, New York City; American & Foreign Banking Corporation, New York City; First National Corporation of Boston, Boston, Mass.

Banks That Are Stockholders of American Foreign Banking Corporation.

The following is a list of banks which are stockholders of the American Foreign Banking Corporation and which have been granted by the Federal Reserve Board authority to take such stock:

Baltimore, Md.—Merchants-Mechanics First National Bank.

Boston, Mass.—Merchants National Bank.

Buffalo, N. Y.—Manufacturers & Traders National Bank.

Chicago, Ill.—Corn Exchange National Bank.

Cincinnati, Ohio—Fifth-Third National Bank.

Cleveland, Ohio—First National Bank.

Dallas, Tex.—Security National Bank.

Denver, Colo.—Denver National Bank.

Detroit, Mich.—Peoples State Bank.

¹ Transferred to the American Foreign Banking Corporation.

Grand Rapids, Mich.—Grand Rapids National City Bank.
Indianapolis, Ind.—Indiana National Bank.
Los Angeles, Cal.—Merchants National Bank.
Louisville, Ky.—American-Southern National Bank.
Milwaukee, Wis.—First National Bank.
Minneapolis, Minn.—First and Security National Bank.
Minneapolis, Minn.—Northwestern National Bank.
Mobile, Ala.—The Peoples Bank.
Newark, N. J.—National Newark & Essex Banking Co.
New Orleans, La.—Canal Bank & Trust Co.
New York.—Chase National Bank.
Philadelphia, Pa.—Philadelphia National Bank.
Pittsburgh, Pa.—The Bank of Pittsburgh, N. B. A.
Portland, Oreg.—United States National Bank.
Providence, R. I.—Industrial Trust Co.
Richmond, Va.—Merchants National Bank.
St. Paul, Minn.—Merchants National Bank.
St. Louis, Mo.—National Bank of Commerce.
San Francisco, Cal.—Anglo and London-Paris National Bank.
Springfield, Mass.—Springfield National Bank.
Tacoma, Wash.—National Bank of Tacoma.
Toledo, Ohio.—The National Bank of Commerce.
Utica, N. Y.—First National Bank.
Washington, D. C.—The Commercial National Bank.
Worcester, Mass.—Merchants National Bank.

EXHIBIT OF FOREIGN ELECTRICAL GOODS AT NEW YORK.

At the district office of the Bureau of Foreign and Domestic Commerce, in room 734, of the New York Customhouse, there is now on display a large collection of samples of electrical goods used in foreign countries. The exhibit includes wiring devices, heating appliances, electrical porcelains, dry cells, flash lights, electric bells, conduit and conduit fittings, insulated wire, etc.

These samples have been forwarded mainly in connection with the special investigations undertaken in South America by Mr. P. S. Smith, and in Australia, New Zealand, China, Japan, and Eastern Siberia by Mr. R. A. Lundquist, special agents of the Bureau. Complete data accompany each article on exhibit, giving country of origin, where obtained, how used, selling price, etc.

There are several hundred articles in the exhibit and these have been specially arranged for inspection by electrical manufacturers and exporters in order that they may make a personal study of the classes of goods with which their products come into competition abroad.

Mr. Lundquist, who conducted the investigations in Australia, New Zealand, and the Far East, will be in New York during the week, and will discuss with visitors the uses of the various items in the exhibit and the electrical practices in the different countries from which the samples have been secured.

FREE ADMISSION OF MEAT PRODUCTS INTO SPAIN.

Consul General Hurst, of Barcelona, reports that by Spanish royal order effective August 12 dried beef and smoked beef may be imported into Spain free of customs duty. The Consul General states that fresh meat and salted pork have already been declared duty free.

OVERHEAD CHARGES AND THE PRICE OF COAL IN CANADA.

The following regulations, published in the Canadian Gazette, governing the importation, sale, and delivery of coal in Canada, were approved by the Governor General at Ottawa July 27:

(1) That regulations by the fuel controller dated the 15th of March, 1918, and approved by order in council of the 20th of March, 1918 (P. C. 664) be amended by adding to paragraph 18 the following subsections:

(b) In calculating overhead charges to determine the cost price of coal as dealer is to include either directly or indirectly any charge, expense, or cost in connection with any of the following:

(1) Interest on any money invested in land, plant, equipment, or other assets in so far as any of these concerns the coal business.

(2) Interest on bonds, debentures, other funded debt, or borrowed money. A charge may, however, be made to cover interest on bona fide outstanding customers' accounts at prevailing bank rate.

(3) Charges to sinking fund to redeem bonds, debentures, or other debt.

(4) Income tax, excess profit, or other business tax. This does not include any tax collected by the department of customs and inland revenue on coal imported from the United States of America.

(5) Outlay on permanent improvements, equipment, or other capital account expenditure.

(6) Rental charges for yards, plant, or equipment.

(c) Salaries and expenses to officers or partners are not to be increased over those prevailing during the year 1914 at a greater rate than salaries in other lines of business have increased. A dealer may charge his business with his own salary but a reasonable rate only.

(d) Depreciation may be charged at regular periods on the wear and tear of buildings, structures, or equipment so that at the end of the life of any such building, structure, or equipment, or when the same become obsolete, a fund will have been provided equal to the original investment and based upon the estimated life of the building, structures, or equipment from the date the asset was acquired or built.

(e) If a dealer makes any charge for shortage of tonnage in arriving at his selling price of coal such charge is to be determined by actual computation and is not to be estimated.

(f) If a dealer screens any coal and sells the slack coal or screenings resulting from such screening operation at a less price than the selling price, as arrived at by consideration of paragraphs 13, 14, and 15 of these regulations, then this difference may be distributed proportionately over the cost of the prepared sizes of coal which resulted from such screening operations.

(g) Dealers conducting a retail as well as a wholesale business must apportion their overhead expenses and fixed charges to each such branch and such apportionment must bear reasonable comparison with the average overhead expenses and fixed charges of dealers who are engaged entirely in a retail or entirely in a wholesale business.

(h) All coal sold to consumers is to bear the same proportion of overhead expenses and fixed charges per ton and a dealer is not permitted to apportion his overhead expenses and fixed charges more heavily on any one class, grade, or size of coal than on another.

(i) Discounts or rebates for cash or for any other consideration that may be allowed to a customer by any dealer are not to be considered a charge against overhead expenses and fixed charges in computing the selling price of coal.

(k) On the recommendation of the fuel administrator the fuel controller may fix maximum receiving, yard, delivery, and overhead charges for any municipality by notification to the fuel commissioner through the fuel administrator.

(2) Every retail coal dealer is required to post in a prominent place in that portion of his office to which the public has access a conspicuous typewritten or printed notice containing a list of prevailing retail prices of all classes and sizes of coal handled by him, including such discounts, if any.

(3) That paragraph 17 of the said regulations be amended by adding the following subsection:

(b) The officer in charge of the fuel section of the Dominion Bureau of Statistics is hereby constituted a duly authorized agent of the fuel controller.

ADVANTAGES OF STANDARD COLOR CARD.

A means of effecting noteworthy economies and introducing a greater degree of coordination in all branches of trade where color is a factor is afforded by the Standard Color Card of America, issued by the Textile Color Card Association, of 354 Fourth Avenue, New York City. The card is the result of war-time exigencies; it represents not only an emancipation from European influence but also an effort to facilitate to a very substantial extent the business of American manufacturers and dealers.

On this card there are 128 shades, with names principally taken from jewels, metals, woods, animals, flowers, and other natural objects. Each color has a number, expressing the relative proportion of the component parts and the strength of the color.

The advantages to be derived from the general use of such a card are obvious. It will simplify the work of the makers of dyestuffs. The manufacturers of textiles welcome it because it is to their interest to reduce the variety of shades that they are compelled to produce or carry in stock. And to the distributors especially it will be of great and constant value.

Distributors who can not place orders with manufacturers, and who are obliged to buy from stock, have found it extremely difficult to obtain the same shades in the different kinds of goods that are necessary for the making of garments. If each manufacturer has his own line of colors and no two run the identical tones, the distributor find that he has a silk of one shade, a velvet of another, a ribbon of still another, the lining and the thread and the buttons all varying in tone and incapable of producing a harmonious effect. This condition would be obviated if the Standard Card were in general use, so that a dealer could select a certain shade of brown on the card and demand that the same shade be furnished to him in all of the materials necessary to complete garment making. This applies also to millinery and many features in household furnishing.

The absence of a definite standard on which to base color selections means a lack of harmony between the merchandise in the various departments of a store, an inability to give complete satisfaction to purchasers, and the consequent probability that a needlessly large percentage of goods will remain unsold. The use of the card, on the other hand, means effective cooperation, simple, unified procedure, a great elimination of dead stock, reduction of capital invested, and a more profitable return.

It is the earnest conviction of the association responsible for the card that every distributor and manufacturer should be in possession of one in each department of his business. The card is already being used by many important firms.

Catalogues for Hardware and Cotton Goods Desired.

The American consul at Dakar, Senegal, French West Africa, desires catalogues and price lists from American manufacturers of the following articles: Iron pots, iron bars and rods, locks, cutlasses, and percales and other cotton goods suitable for the tropics, shirts, etc.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

CANADIAN FREIGHT RATES AND OPERATING EXPENSES.

[Consul General John G. Foster, Ottawa, Aug. 1.]

The Dominion Railway Board has, through an order in council, increased the railway freight rates throughout Canada, effective August 12.

The "class rates" in eastern and western Canada are increased 25 per cent. The increases since March 16, 1918, are disallowed, so that the "class rates" in eastern and western Canada become practically the same. "Commodity rates" are increased, generally speaking, somewhat less than 25 per cent. The chairman of the railway board, in a statement relating to the increases authorized, states that the estimates of the increased costs filed by the Canadian Railway War Board show a total increased cost of \$50,616,226, in addition to which there are further claims to be settled by the "McAdoo award" which may call for an additional sum of \$19,930,000, making a possible outlay of \$70,546,260.

The railway statistics for 1917 show the total freight earnings of all systems in Canada as amounting to \$215,245,256. This total includes railways that are now under the jurisdiction of Parliament. The chairman stated that increased costs and war conditions bear even more hardly upon railway conditions in Canada than in the United States. Railway coal for Quebec and Ontario, and a considerable portion of the western prairies, is imported from the coal mines of the United States and subject to long hauls by the American carriers. The Grand Trunk Railway Co. estimates that its coal for the year will cost approximately \$800,000 more, owing to the increase of freight rates alone in the United States; the Canadian Pacific Railway, \$900,000; and the Canadian Northern, \$450,000. A large percentage of other railway material required by the railways in their operation is also imported from the United States. The Canadian railways not only pay the ordinary duty but also a special war tax on their coal.

No increases are allowed on Canadian lines on passenger, sleeping, or parlor car tariffs. The chairman added that the increases were for the purpose of meeting advanced cost of transportation.

INSTALLATION OF SEWERS IN DOMINICAN REPUBLIC.

[Consul Arthur McLean, Puerto Plata, July 20.]

The Military Government of the Dominican Republic has authorized the installation of a sewerage system in Santiago de los Caballeros. The work will be carried out in accordance with plans prepared by Engineer Bogaert. The expense of installing the sewers will not be paid from the funds of the ordinary budget, but by means of an imposed contribution from all landlords. The estimated cost, including that of laying the rain-water sewers of Fort San Luis, is \$160,000, to be divided as follows: For iron materials, \$30,000; cement, \$54,000; and labor, \$76,000. It is desired that work be commenced about the 1st of November, 1918, and completed within 18 months.

The City Council of Santiago de los Caballeros wishes to contract with a company of good credit for this construction.

COMMERCE THROUGH THE SAULT STE. MARIE CANALS. **JULY.**

Articles	United States Canal.		Canadian Canal.		Total.	
	1917	1918	1917	1918	1917	1918
EASTBOUND.						
Copper.....short tons..	15,670	8,302	1,039	8,487	10,709	14,899
Grain.....bushels..	6,316,548	978,121	2,228,900	1,603,505	8,545,448	2,481,626
Flour.....barrels..	511,280	654,924	525,300	724,000	1,036,580	1,379,924
Iron ore.....short tons..	7,965,064	9,178,004	2,343,679	1,232,853	10,308,743	10,410,867
Pig iron.....do..	2,924				2,924	
Lumber.....M ft. b. m..	71,126	40,786	1,004	1,951	72,130	51,737
Stone.....short tons..		1,600				1,600
Wheat.....bushels..	4,935,799	385,009	4,842,209	753,333	9,778,008	1,138,342
General merchandise, short tons..	30,499	3,576	8,040	7,835	38,529	11,411
Passengers.....number..	1,319	1,156	3,476	3,541	4,795	4,697
WESTBOUND.						
Coal:						
Hard.....shot tons..	339,104	212,314	45,350	21,450	384,454	233,764
Soft.....do..	1,820,144	1,977,179	178,078	144,424	1,998,222	2,121,603
Grain.....bushels..	750				750	
Manufactured iron, short tons..	10,878	7,183	5,112	564	15,988	7,747
Iron ore.....do..	10,849	22,689			16,840	22,689
Salt.....barrels..	49,004	7,992	14,000	5,930	63,994	13,922
Oil.....short tons..		68,089		5,520		68,089
Stone.....do..		87,563				87,563
General merchandise, short tons..	139,280	23,331	51,227	37,209	190,487	60,540
Passengers.....number..	1,516	1,163	3,453	3,331	5,029	4,494
TOTAL.						
Freight:						
Eastbound.....short tons..	8,439,274	9,370,019	2,595,316	1,376,227	11,034,590	10,746,246
Westbound.....do..	2,333,690	2,401,331	281,767	214,757	2,615,457	2,616,093
Total.....	10,772,964	11,771,350	2,877,083	1,590,984	13,650,047	13,362,344
Vessel passages.....number..	2,682	2,441	915	805	3,597	3,246
Registered tonnage.....net..	8,167,357	8,177,657	2,065,623	1,495,526	10,247,008	9,673,183

FOUR MONTHS ENDING JULY.

EASTBOUND.						
Copper.....short tons..	47,721	28,331	4,797	14,056	52,518	42,387
Grain.....bushels..	29,048,372	7,187,933	11,689,558	6,301,674	40,737,930	13,489,607
Flour.....barrels..	1,912,760	2,024,214	1,274,008	1,500,100	3,196,768	3,524,314
Iron ore.....short tons..	19,499,468	24,268,345	5,767,933	4,958,735	25,263,561	29,227,170
Pig iron.....do..	2,924				2,924	
Lumber.....M ft. b. m..	144,856	132,858	2,363	6,655	147,318	139,516
Stone.....short tons..		3,140		6,250		9,390
Wheat.....bushels..	47,622,024	8,328,142	29,790,999	3,917,750	77,353,023	12,245,698
General merchandise, short tons..	60,863	14,213	20,382	12,863	90,245	27,078
Passengers.....number..	1,990	1,683	5,397	5,126	7,387	6,811
WESTBOUND.						
Coal:						
Hard.....short tons..	956,452	625,911	89,950	42,955	1,046,402	668,866
Soft.....do..	4,679,416	5,290,430	479,659	446,232	5,159,075	5,736,682
Flour.....barrels..	80				80	
Grain.....bushels..	750				750	
Manufactured iron, short tons..	36,418	15,493	8,420	3,305	44,838	18,798
Iron ore.....do..	31,737	49,312	5,218		36,955	49,312
Salt.....barrels..	215,369	27,977	68,600	11,205	284,486	39,182
Oil.....short tons..		110,733		8,301		119,034
Stone.....do..		236,896		6,832		243,728
General merchandise, short tons..	445,532	84,073	128,799	98,371	574,331	182,447
Passengers.....number..	1,773	1,271	5,846	5,250	7,619	6,521
TOTAL.						
Freight:						
Eastbound.....short tons..	22,005,048	25,122,246	7,032,510	5,400,612	29,037,558	30,522,858
Westbound.....do..	6,181,958	6,470,815	721,876	617,224	6,903,834	7,088,690
Total.....	28,187,006	31,593,061	7,754,386	6,017,836	35,941,392	37,611,548
Vessel passages.....number..	7,122	7,009	2,455	2,289	9,577	9,298
Registered tonnage.....net..	22,050,455	23,636,035	5,832,431	4,865,564	27,882,886	28,504,599

SPECIAL EXPORT LICENSE NO. RAC-42 FOR CERTAIN TRANSIT GOODS.

The War Trade Board announces the revision of the regulations under which shipments of certain origin and destination, the importation of which has been otherwise licensed, may be exported without an individual export license when the same are being conveyed in transit, either in bond or otherwise, through the territory or via any port of the United States. The regulations which were announced on May 4, 1918 (W. T. B. R. 101), are now withdrawn and the following are in substitution thereof:

1. On July 3, 1918, the War Trade Board revised Special Export License RAC-42 which previously had been issued through the customs service. Under this revised license collectors of customs are authorized to allow to be exported shipments of all commodities of the origin and/or destination specified in paragraphs A, B, and C below when the same are conveyed in transit through the territory or via any port of the United States, either in bond or otherwise, and when they are proposed to be exported from or taken out of any port of the United States.

(a) *Canada and Newfoundland.*—Commodities originating in Canada or Newfoundland and destined to any country in the world except Sweden, European Holland, Denmark, Norway, Spain, Greece, and Switzerland.

(b) *Great Britain, France, Italy, and Japan and their Colonies, Possessions and Protectorates.*—(1A) Commodities originating in Great Britain, France, Italy, or Japan or any of their colonies, possessions or protectorates, when destined to any of the same; provided, however, that this license does not cover shipments of commodities which have crossed or which it is proposed shall cross the United States from an Atlantic or a Pacific or Gulf port, from a Pacific to an Atlantic or Gulf port, or from a Gulf port to an Atlantic or Pacific port.

(2A) Commodities originating in or destined to Great Britain, France, or Italy, excluding their colonies, possessions and protectorates; provided, however, that this license does not cover shipments of commodities which have crossed or which it is proposed shall cross the United States from an Atlantic to a Pacific or Gulf port, from a Pacific to an Atlantic or Gulf port, or from a Gulf to an Atlantic or Pacific port.

(3A) Commodities originating in any South American country, or in Costa Rica, Guatemala, Honduras, Nicaragua, Salvador, or Panama, destined for Japan and carried on Japanese vessels touching at any United States port.

(c) *Spain to Cuba via Porto Rico.*—Commodities originating in Spain, its colonies, possessions, and protectorates, and destined for Cuba via Porto Rico.

2. Before allowing any of the above-mentioned shipments, the collector of customs at the port of entry will require, in the case of rail shipments, that there shall be noted on the Customs Carrier's Manifest, Form 7512, the full name and address of the ultimate consignee abroad and a statement to the effect that the shipment is made under license No. RAC-42. A true copy of such Customs Carrier's Manifest, Form 7512, must be delivered by the carrier to the collector of

customs at the port of exit. In the case of shipments by vessel, when Form 7512 is not used, the collector will require the filing of a copy of the ship's manifest or portion thereof, on which must be clearly shown the particular items thereon which are licensed under RAC-42. The copy of Form 7512 or the copy of the ship's manifest which is filed with the collector at the port of entry and exit shall be forwarded immediately by the collector to the War Trade Board, Washington, D. C.

3. It should be particularly noted that license RAC-42 authorizes the exportation of no commodity which is not "in transit" through the territory or via a port of the United States. Shippers should also understand that license No. RAC-42 is an export license and does not authorize the importation into the United States of any commodity without an import license, and also does not authorize any shipment from or to any individual, partnership, association, or corporation whose name appears on the Enemy Trading List.

4. Shipments traveling in transit by rail on Customs Carrier's Manifest, Form 7512, must be covered by individual import and export licenses when such carrier customs manifest does not show at the time of entry the name and address of the ultimate consignee.

DEVELOPMENT OF GRECIAN LIGNITE INDUSTRY.

[Vice Consul Henry A. Hill, Athens, July 6.]

It is interesting to note that before the year 1915 the demand for lignite in Greece was negligible and that the only company then mining this product was said to be on the verge of bankruptcy. Since the outbreak of the war, however, the demand has increased so enormously that some 30 concerns which possessed concessions have commenced mining the product with lucrative results. Besides these firms the Mining Office of the Ministry of National Economy has issued 164 concessions to mine magnesite in accordance with a law promulgated March 31, 1916. Under this law, if the holder of a concession fails to exploit it the first informant receives that privilege on depositing a guaranty for account of the original holder of the concession of nine-tenths of the expected profit. In the case of lignite the guaranty deposited for the first concession holder is 52 cents per ton.

Demand for Lignite Due to War Conditions.

The small demand for lignite in pre-war years can be easily understood when it is considered that Cardiff coal delivered at the wharf at Piraeus cost \$4.87 per ton, while the best lignite was delivered at the price of \$3.28 to \$3.47 per ton. When one realizes that the heating power of lignite is only half of that coal and that the use of lignite, owing to the moisture produced, damages boilers and boiler grates, it is surprising that there was any demand at all for it. However, according to a statement of a prominent shipowner, the only concerns which were authorized to use lignite in pre-war times were those whose coasting steamers ran between Athens and Saloniki. These steamers easily deviated from their route and touched at Kymi, a port of Euboea and the principal lignite center in Greece, to load lignite; in this case lignite was procured at a

cheaper rate, as the freight to Piraeus and the loading and unloading expenses were saved.

Since 1915 the situation has changed entirely; with the outbreak of the European war coal became difficult to import and later quite impossible. Fuel was urgently needed to run power plant, railways, vessels, etc., and the timber of the country was either insufficient or difficult to exploit. The unused hoards of lignite were then remembered, and the mining of this product increased rapidly. This new demand for lignite can be understood when it is stated that Greece in ordinary times imports about 500,000 tons of coal and that this amount was increasing annually with the development of her infant industries. During 1916 the import of coal decreased to 112,204 tons, while in 1917 the coal imported was for the exclusive use of the navy and that supplied to mining companies who had sold their outputs to the British or French Government.

Coal Imports—Estimated Consumption and Production.

The following table shows the imports of coal into Greece and the average price per ton for the years 1909 to 1916:

Year.	Imports.			Average price per ton.	Year.	Imports.			Average price per ton.
	From Great Britain.	From Germany.	From all countries.			From Great Britain.	From Germany.	From all countries.	
	Tons.	Tons.	Tons.			Tons.	Tons.	Tons.	
1909	313,715	6,471	328,202	\$32	1913	463,554	25,535	491,710	\$48
1910	362,097	25,842	421,409	32	1914	469,523	39,305	540,508	43
1911	489,283	18,755	532,404	40	1915	154,479	.....	157,008	95
1912	346,676	37,841	395,529	48	1916	51,964	.....	112,204	180

A special service, created some six months ago, for the control of transportation and called "La Direction Supérieure des Transports" recently estimated the monthly fuel (lignite or wood) needs of the country at 37,000 to 42,000 tons, distributed as follows: Steamship companies, 12,000 to 13,000 tons; railway companies, 7,000 to 8,000 tons; electric light company, 8,000 to 9,000 tons; other industries, 9,000 to 10,000 tons; and various consumers, 1,000 to 2,000 tons. The same service also estimated that the production of lignite for the 12 months from February, 1918, onward would be 239,000 tons, equal in heating power to 119,500 tons of coal.

These figures were presented to the Interallied Commercial Bureau for examination, and this bureau after carefully studying them decided to allow Greece to import 96,000 tons of coal during the year 1918 to meet its urgent needs. It should be noted that in the estimates of the Direction Supérieure des Transports no provision is made for coaling vessels engaged in trans-Atlantic or Mediterranean journeys. The ships engaged in these services must coal at the ports at which they touch. Also under the above estimates, no provision was made for the gas plants in the various cities of Greece.

Government Regulates Lignite Mining.

To insure the proper mining of lignite the Greek Government has issued several royal decrees and promulgated the law mentioned above. When creating the Direction Supérieure des Transports the

Government authorized it to "organize the exploitation of lignite mines and the distribution of this product." Later this service was instructed "to undertake the exploitation for account of the Government of lignite mines, requisitioning them, renting them, or taking over mines belonging to the country." The Direction Supérieure des Transports is working in strict unison with the Mining Office of the Ministry of National Economy.

At the present moment the owner of a lignite concession is perhaps as much envied as a shipowner, with the difference that while he is envied for the immediate profits few will buy his concession. This is not due to the enormous price asked for a lignite concession but to the fact that everyone fears that it will be valueless as soon as the war ends. Nowadays the holder of a concession usually leases it for 18 months or 2 years, 15 per cent of the profits being paid him.

Prospects of Industry After the War.

The question has recently been raised as to whether Greek lignite will sell after the war. The Mining Office of the Ministry of National Economy believes that for years to come Greek lignite will find a good local market, and that although the smaller mining companies will have to close their mines the larger ones will continue to work at the same pressure as to-day. The more pessimistic business man argues that when the Dardanelles are thrown open to merchant vessels Greece will be able to procure as much coal as she then desires from England, and there will be no demand for lignite. This will be the case should the merchant vessels going to a port in the Black Sea to load wheat bring coal to Greece in ballast at prewar prices. It should be borne in mind in this connection that Greek lignite mines have been able to improve their plants by installing Décauville railways, building dwellings for the laborers, providing machinery, etc., during the war; perhaps therefore in peace times they may be able to supply lignite at lower prices than heretofore.

American Machinery Imported—Increased Prices of Lignite.

A company is now being formed for manufacturing briquets from lignite and is importing a considerable amount of machinery (coal crushers, cylindrical screens, bricked elevators, briquetting presses, blower fans, cylindrical driers, etc.) for this purpose from the United States. A member of this company states that the briquets manufactured will be of excellent quality, and that it is hoped that the gas plants in Greece will be able to use them in the manufacture of gas. The Greek Government seems interested in this company and is assisting it.

The following figures of the selling price of a ton of lignite for the past four years are of interest: 1914, \$3.28; 1915, \$4.19; 1916, \$8.40; and 1917, \$10.62 to \$19.30. These figures seem large, but it should be taken into consideration that the cost of mining material and labor has greatly increased during the past years.

Lignite Production.

A good idea of the increased production of lignite during the last few years may be gained from the following figures: 1909, 3,873 tons; 1910, 1,500; 1913, 170; 1914, 20,002; 1915, 39,745; 1916, 84,466; and 1917, 153,240 tons.

Below is shown from what districts the lignite is exploited and the amount taken from each during 1917. It will be seen that the largest quantity is mined at Kymi.

Euboea :		Tons.	Peloponnesus :		Tons.
Kymi	-----	59, 679	Messenia	-----	3, 471
Aliveri	-----	31, 238	Achala and Ellis	-----	8, 189
Psakhna	-----	10, 269	Argolis and Corinth	-----	1, 160
Xerochori	-----	536	Arcadia	-----	1, 700
			Laconia	-----	1, 182
Total	-----	101, 722			
			Total	-----	15, 702
Attica :			Phthlotis and Phocis		270
Oropos	-----	24, 615			
Megara	-----	8, 184			
Arafina and Irakleion	-----	2, 747			
			Grand total	-----	153, 240
Total	-----	35, 546			

The mines of Kymi, besides producing the largest quantity of lignite, also produce the best quality.

Large Supply Available.

The deposits of lignite seem to be large and are not in danger of being quickly exhausted. It is difficult, however, to estimate with accuracy the quantity of lignite in Greece. It is estimated that there are deposits of 10,000,000 tons at Kymi, 2,500,000 tons at Aliveri, and some 15,000,000 tons in the remainder of Greece. At the present rate of exploitation, the deposits will last for many years to come.

The capital invested in the lignite industry at the end of 1917 was estimated at 15,000,000 drachmas (\$2,895,000). Since that time the amount has increased.

At the present moment lignite has replaced coal in practically every industry in Greece, and the demand for this product is enormous. The railways of Greece are run by lignite; the power plants, when in a position to obtain it, use lignite; the coasting vessels also use lignite. However, this fuel is spoiling grates which are unadapted for its use, and in most cases industries are looking forward to the day when they will be able to ban lignite from their establishments forever. The amount of Greek lignite used to replace coal seems to be in the proportion of two to one. As soon as the war ends Greece will make immediate efforts to secure the large quantities of coal now so badly needed.

British Coal Imported Largely in Normal Times.

It should be remembered that Greece in normal times imports more than 500,000 tons of coal annually. This amount consists usually of 10 per cent Welsh coal (best Cardiff); 25 per cent second quality Welsh (Newport), containing 20 to 30 per cent of small coal used for factories and steamers; 10 per cent coal of second quality used only for obtaining gas; 35 per cent bunkering coal (Durham, Yorkshire, and Northumberland); 10 per cent patent briquets; and 10 per cent German coal. As will be seen from this, England has had practically the monopoly of coal in the past. After the outbreak of the war America shipped a certain quantity of coal to Greece. American coal that sold best was the "Pocahontas" grade.

The question whether America can compete with England after the war in exporting coal to Greece has often been discussed by this office.

In the past English vessels usually unloaded coal at Piraeus on their way to a port in the Black Sea to load grain. They thus brought coal to Greece at a nominal freight, preferring to do this than come out in ballast. Therefore, if the United States is to compete with England in this commerce it will have to be assured that ships exporting coal to Greece will come back laden. It is thought that this might be done through arranging cargoes of tobacco, skins, emery, magnesite, and marbles from Greece, with licorice root, carpets, dried fruits, emery, and tobacco from Turkey.

Unloading Coal at Piraeus.

In normal times ships discharged in the port of Piraeus at the rate of 400 tons per day, except when a strong southeast wind was blowing, which made unloading difficult. After the outbreak of the European war, when even a few days' delay meant a great loss to a steamer, owing to the increase of freights, steamers of four or five thousand tons succeeded in unloading 500 tons a day on an average. It has been stated, however, that larger ships with four holds and separate winches for each hold could discharge easily 700 tons per day.

Formerly the coal merchants at Piraeus held a stock of about 60,000 tons of coal available for purchase at \$5 to \$9 per ton. After the war broke out and up to the time of the blockade of December, 1916, to June, 1917, fair amounts of Welsh steam coal and American Pocahontas could be obtained at Piraeus at \$55 or \$60 per ton.

Ships coming in during that period and desiring coal, on giving notice the evening before, could begin coaling the next morning at the rate of 300 tons per day; in those days coal was always kept on lighters. A fleet desiring to coal could, on 4 or 5 days' notice, obtain 1,000 tons daily.

[A report on lignite mining in Greek Macedonia was published in *COMMERCE REPORTS* for Aug. 7, 1918. A list of the principal coal merchants of Piraeus may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 104449.]

BOUND VOLUMES OF COMMERCE REPORTS DESIRED.

The Tanners' Council desires to purchase certain of the quarterly bound volumes of *COMMERCE REPORTS* from owners of these books who have no further use for them. The volumes desired are the first three quarters of 1910, the third and fourth quarters of 1911, the second, third, and fourth quarters of 1912, the second, third, and fourth quarters of 1913, the third quarter of 1914, and the second, third, and fourth quarters of 1916. Persons who have these volumes and who are willing to dispose of them are requested to communicate with the Tanners' Council, 1753 Rhode Island Avenue NW., Washington, D. C.

Revised Cumulative Supplement to Enemy Trading List.

The War Trade Board has issued a cumulative supplement to the *Enemy Trading List* containing additions, removals, and corrections from March 15 to July 26, 1918.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Buoy shackles, No. 5372.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until September 16, 1918; for 3,000 buoy shackles, 326,000 pounds cast-iron sinkers, 71,000 pounds cast-iron ballast balls, 620,000 pounds iron mooring chain, 56 can. nun, and cone buoys, 2 whistling buoys, 4 bell buoys, and 20 gas-lighted buoy bodies.

Binding, No. 5373.—Sealed proposals will be received at the Medical Supply Depot United States Army, Fort Mason, San Francisco, Cal., until August 20, 1918, for binding 25 volumes, more or less.

Post-office repairs, No. 5374.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until August 28, 1918, for special repairs at the post office and courthouse at Binghamton, N. Y.

Tent houses, No. 5375.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until August 26, 1918, for tent houses for the Marine Hospital, Key West, Fla.

Porch construction, No. 5376.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until August 30, 1918, for roofed porches on the surgeon's house and executive building and changes in heating at the Baltimore station.

Mechanical equipment, No. 5377.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 5, 1918, for the completion of the mechanical equipment, except elevator and lighting fixtures, of the customhouse, appraisers' stores, and courthouse at Wilmington, N. C.

IMPORT PROHIBITIONS IN JAMAICA.

In accordance with the policy of other British West Indian colonies, the government of Jamaica has prohibited the importation into the island of certain goods unless imported under license given by the Governor. The proclamation, dated July 25 and effective from that date, was published in the Jamaica Gazette of July 25, a copy of which was forwarded by the Consul at Kingston. The articles thus prohibited from importation are the following: Motor cars and chassis and parts and accessories of motor cars except such parts and accessories as may be needed for the repair of motor cars already in use in the island; furniture and manufactured joinery; perfumery of all kinds, including perfumed spirits.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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1918

CONTENTS.

	Page.		Page.
Seven months' exports from London to United States-----	673	Earnings of the South African Railways-----	679
Commercial invoices for shipments to Panama-----	673	Increase in foreign trade of Chosen for June-----	680
Chungking's export of cow and buffalo hides-----	675	Shortage of adhesives in Germany-----	680
Conditioning Japanese products for export-----	675	Establishment of new banks in Chosen-----	681
Smaller sales of American turpentine in Canada-----	679	Waterways of the Nanking district-----	682
Maximum prices for tanned sheepskins in Italy-----	676	Movement of coal and coke-----	683
Lausanne and the Swiss fair-----	677	Swedish invention of new ignition cap-----	685
Hokkaido's decreased output of menthol-----	677	Proposed Italian bank for public works-----	685
London summer fur sale-----	678	Increasing use of motor trucks in Trinidad-----	686
Year's record of cotton seed and products-----	679	Damage to sugar crop in northern Argentina-----	687
		Foreign trade opportunities-----	688

SEVEN MONTHS' EXPORTS FROM LONDON TO UNITED STATES.

[Consul General Robert P. Skinner, London, England, Aug. 1.]

The aggregate of declared exports from London to the United States for the seven months ending July 31, 1918, totaled \$39,671,453, compared with \$96,768,793 for the same period in 1917. The principal items entering into the foregoing figures were:

Articles.	7 months ended July 31—		Articles.	7 months ended July 31—	
	1917	1918		1917	1918
Rubber.....	\$37,825,075	\$3,732,799	Furs.....	\$1,529,185	\$5,094,454
Precious stones.....	10,793,448	10,172,947	Hides.....	2,306,128	153,249
Tin.....	7,550,057	2,803,558	Tea.....	746,110	.....
Art.....	3,878,497	1,413,647	Wool.....	907,603	7,783

The total for the month of July, 1918, reached \$4,438,127, against \$8,420,291 in 1917. During the month precious stones totaled \$1,223,412, compared with \$893,712 in June; rubber, \$117,708, against \$154,751; tin, \$281,744, against \$322,523; furs, \$240,769, against \$208,157; and art, \$80,491, against \$23,811. The aggregate for the month compares with \$3,261,785 in June. There were no shipments of hides, tea, or wool, but one shipment occurred of precious metal residues valued at \$147,996.

COMMERCIAL INVOICES FOR SHIPMENTS TO PANAMA.

A law of December 15, 1917, published in the Gaceta Oficial of December 24 makes certain additions to the fiscal code, among them an important requirement regarding the documents for all shipments

to Panama. According to article 9 of that law, all shipments forwarded to Panama must be provided with original invoices from each factory, merchant, or company that has supplied any article included in the shipment. Such original invoices must contain the sale price and quantity of the articles and, in addition, a sworn declaration by the seller that these statements are correct. The consuls of Panama are instructed to refuse to certify consular invoices for shipments in case the required commercial invoices are not presented. These commercial invoices are, of course, additional to the consular invoices, six copies of which are regularly required with all shipments.

Express and parcel post shipments do not require consular certification, but the original commercial invoices as described above must nevertheless be provided for the use of the collector's office at the port of destination in Panama. Practically all duties under the customs tariff of Panama are ad valorem rates and the commercial invoices will be of use in establishing the true value of goods. In case of failure to present these invoices, double duties will be charged.

Express companies are not required to apply for consular certification of their shipments, but the usual consular fees will be collected for such shipments upon arrival at the port of destination.

Discrepancies between the consular invoices and the commercial invoices will not prevent the forwarding of the shipment, but the consul must make note of such differences on each copy of the consular invoice. Evidence of intention to defraud the customs in the payment of dues will subject the consignee to a fine.

Form of Declaration by the Seller.

Additions to these provisions were enacted in a decree of the President of Panama effective from April 1, 1918, a copy of which has been furnished by Consul General Alban Snyder. The new requirements are as follows:

Shippers must present invoices or bills of purchase to Panamanian consuls for all articles shipped to Panama.

These must be the originals, which the purchaser should receive or demand with each purchase from the agent, manufacturer, or merchant making the sale, and the seller should write and sign on such documents a declaration as follows:

"I declare under oath that the quantities and prices of the merchandise referred to in this receipted bill are true."

The consul will make and authenticate two copies of the original invoice or bill; one for the records of the consulate and one for the Treasury Office at port of destination. The original will be sent to the Auditor General of the Treasury.

When the shipper and the manufacturer or seller are the same, the declaration previously mentioned will be made before the consul on the commercial invoice sent to the owner or consignee.

[Additions to the consular regulations for Panama as shown on p. 54 of Tariff Series No. 24, Consular Regulations of Foreign Countries—Canada and Latin America, should be made in accordance with the new requirements.]

A ruling adopted in 1917 (see COMMERCE REPORTS for June 6, 1917, or Foreign Tariff Notes No. 25, p. 183) provides for the payment at the port of destination in Panama of fees for consular certification of invoices.]

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

CHUNGKING'S EXPORT OF COW AND BUFFALO HIDES.

[Consul G. C. Hanson, Chungking, China, June 24.]

Cow and buffalo hides exported through the Chinese Maritime Customs at Chungking originate in Tibet and western Szechwan and are prepared for shipment abroad at Hankow. The customs export figures for certain years since 1908 follow in hundredweight of 100 pounds: 1908, 32,771 hundredweight; 1912, 29,280; 1914, 40,056; 1915, 64,375; 1916, 44,915; and 1917, 43,258 hundredweight.

In 1912, war in the Balkans gave rise to large orders for military purposes and proved very stimulating to the export of West China hides. This trade increased until 1914, when the European war created an unusual demand for hides. Toward the end of 1914 local dealers received orders from Shanghai to buy at any price, and a large increase in exports resulted. War demands continued to benefit this trade throughout 1915, the export figures for that year reaching the record figure of 64,375 hundredweight. The chief exporters of hides were the local cotton yarn merchants, who are as a class the most influential traders at Chungking.

Local dealers in cotton yarn formerly financed their imports of cotton yarn by exports of silk, but having lost heavily in silk the previous year, they turned their attention to hides (and also skins) instead, and, apart from the large war demands, their fostering the trade was no doubt partially responsible for the large figures for 1915. Lack of ocean shipping and political troubles in West China began adversely to affect the growing hide trade in 1916, when exports fell off, and were felt with full force in 1917, when the fall export trade was interfered with, due to the activity of brigands and other disturbances.

American merchants interested in West China hides should, for the present time, make inquiries at Hankow in regard to this trade rather than at Chungking.

CONDITIONING JAPANESE PRODUCTS FOR EXPORT.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 5.]

A conference was held in June in the Japanese Department of Agriculture and Commerce by officials and codfish exporters to start the conditioning of codfish for export with a view to retaining and enlarging the overseas market. Mr. Tsurumi, Director of the Fishery Bureau, stated that the Government would secure a good market abroad for Japanese dried codfish by preventing the exportation of bad goods. In the opinion of the authorities the shipment of codfish has become one of the principal departments of Japan's export trade, and its maintenance is therefore highly important.

Tokyo brush manufacturers and exporters of hair and bristles recently held a meeting and decided to start conditioning export goods in order to hold their overseas markets against foreign competition. They will act in conjunction with manufacturers in other parts of the country. Pencil men will soon follow their example. The unions of celluloid-goods manufacturers in Japan are going to organize a central council through which every article for export will be conditioned.

SMALLER SALES OF AMERICAN TURPENTINE IN CANADA.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 13.]

The sale of American turpentine in Canada has decreased in 1918 as compared with the corresponding period in 1917, owing to transportation difficulties. In many of the large distributing centers where there has been a steady demand for this product there have been insufficient shipments to fill all the orders. Canadian dealers have been doing their best to meet the demands by parceling out what goods they have among as many as possible.

The latest advices indicate that there will be no substantial relief for some time. The dearth from which both dealers and consumers are suffering indicates that the yield of 1918 will be entirely used up and large drafts made on supplies carried over from the previous year.

Canada has been a large buyer of turpentine and resin from the United States for many years. The 1916-17 purchases were the largest on record. This year's purchase for the Canadian custom's fiscal year ending March 31 show a decrease. The turpentine and resin imports from the United States for the past nine years are as follows:

Years.	Turpentine.	Resin.	Years.	Turpentine.	Resin.
	<i>Casks of 50 gallons.</i>	<i>Barrels of 500 pounds.</i>		<i>Casks of 50 gallons.</i>	<i>Barrels of 500 pounds.</i>
1909-10.....	20,700	39,406	1914-15.....	20,227	40,485
1910-11.....	17,080	38,461	1915-16.....	19,885	60,194
1911-12.....	21,930	53,630	1916-17.....	22,157	85,645
1912-13.....	20,700	48,602	1917-18.....	19,357	74,036
1913-14.....	19,700	45,356			

MAXIMUM PRICES FOR TANNED SHEEPSKINS IN ITALY.

[Consul General David F. Wilber, Genoa, July 18.]

The Gazzetta Ufficiale for June 25, 1918, contains a ministerial decree fixing maximum prices for chrome tanned black polished sheepskins as follows per square foot: First choice, 2 lire; second choice, 1.80 lire; third choice, 1.60 lire; first lining, 1.40 lire; and second lining, 1.20 lire. [The Italian lira at normal exchange is equivalent to 19.3 cents United States currency.] In bulk these skins are fixed at a maximum price of 1.74 lire per square foot.

Tannin may be used for skins that are unfit for chrome tanning, and the following names and prices are established: First lining (tannin), 1.20 lire; and second lining (tannin), 1 lira.

These prices are for goods at the establishments, packing not included, and cash without discount. For time payments interest is to be paid.

Every skin must bear stamped on the inner side, in a legible and indelible manner, the name of the manufacturer, the choice, and the words "National Shoes." These skins are held at the disposal of the Ministry of Industry, Commerce, and Labor and shall be exclusively assigned to shoe factories for the production of national boots and shoes.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

LAUSANNE AND THE SWISS FAIR.

[Vice Consul John T. McCutcheon, Lausanne, July 17.]

The Union of Commercial and Industrial Associations for the Canton of Vaud, Switzerland, held an important meeting at Nyon, in this Canton, on June 20, 1918.

After transacting the usual business of the union, future developments were discussed. The predominant question was that of organizing the Swiss Fair at Lausanne for a future date. This important fair has been held in the past at Basel, in German Switzerland. The business men of this section are very desirous of bringing this fair to Lausanne, which is near the center of French Switzerland, on alternate years or at least once every three years. This has raised a point of keen competition between the cities of Lausanne and Basel.

M. Failletaz, president of the union, stated that they had been making a study of the question of bringing the Swiss Fair to Lausanne. He stated that they had never contemplated taking the fair away from the city of Basel, as had been imputed by the press of that city, but that they wished only to alternate with Basel in this regard, and that by alternating they meant to leave the greater share to Basel; that is, they wished to have the fair held twice at Basel for German Switzerland for each time it was held once at Lausanne for the French part of Switzerland. Formerly this question between the two Cantons had been discussed before M. Schultess, chief of the Department of Economic Affairs, but despite this arbitration they had not been able to arrive at an agreement which would take into account the rights of French Switzerland.

The president of the union stated that if in the near future they could not arrive at an agreement on alternate dates for the fair, they would continue to organize the fair. He stated that he did not believe this task would be too great for the ability and enterprise of the business men of this section of Switzerland.

HOKKAIDO'S DECREASED OUTPUT OF MENTHOL.

[Consul General George H. Scidmore, Yokohama, Japan.]

The Japan Advertiser says that the year's crop of menthol in the Hokkaido, which is known to have been curtailed very much owing to farmers' preference of beans and peas, which bring more remuneration, is now estimated by Tokyo dealers to be 1,238,000 bushels, in round figures, being a reduction of one-third of the normal.

On the strength of this reduced crop the Advertiser says that the market for menthol canes and oil here is becoming stronger in spite of the fact that the export trade is flagging. Since last report no foreign order for large parcels has been received by exporters, and it is held the season will be marked with no more active foreign shipment. However, the domestic market is believed to show a greater activity as the summer season advances, and the present strong tendency will be easy to maintain.

At present menthol canes are quoted at 7.50 yen (\$3.74) per pound, while menthol oil is offered at 2.30 yen (\$1.15) per pound, but it is confidently hoped by dealers that soon those planes will be surpassed once the domestic market starts its buying in earnest.

LONDON SUMMER FUR SALE..

[Consul General Robert P. Skinner, London, England, July 23.]

Like its immediate predecessors, the London summer fur sale proved most successful and the prices realized were above those ruling at the spring sale in many cases. At the same time the greater proportion of a few descriptions of skins had to be withdrawn owing to lack of demand or competition.

The offerings consisted chiefly of full winter skins which, it is stated, would have been included in the spring sale under normal conditions. The attendance was good, but mainly limited to home buyers. France bought comparatively little and few goods were purchased for the American market.

The brokers anticipate that owing to various Government restrictions and to shipping difficulties, supplies will be further restricted, in consequence of which the present high prices are likely to be maintained during the year.

Tendency of Sales.

Compared with the spring sale, the following classes of fur skins advanced 5 per cent: Australian opossum, pale and red varieties; and raccoon, of which there was only a small offering. Ten per cent advances occurred with black, brown, and grizzly bear, southwestern wolf, baum and stone marten, squirrel, southern and black musquash, and white fox. Of the last named, however, a considerable portion had to be withdrawn owing to the exceedingly high limits placed on them. American opossum, which were principally "unscraped," were eagerly bid for and advanced $12\frac{1}{2}$ per cent, while skunk, which were of excellent quality, gained 15 per cent. There was a fairly large offering of silver fox, which met with active competition, resulting in an advance of 20 per cent, as did also house cat and white hare, while wallaby and wolverine advanced 30 per cent.

The following realized spring prices: Kangaroo, western and northwestern wolf, marten, Russian sable, mink (principally southwestern skins offered), cross and blue, gray, kitt, cape, and red fox, wild cat, ermine, kolinsky, beaver, and badger. The caucasian and continental kinds of red fox had to be withdrawn owing to high limits, and the same occurred with Russian ermine.

In the case of fitch, fisher, and chinchilla the demand was so weak that the greater proportions thereof were withdrawn. Decreased prices were realized for southern wolf, civet cat, otter, and nutria (all 10 per cent lower), and mole (20 per cent); but moufflon, of which there had been no offerings during any of the 1917 or previous 1918 sales, sold well.

Quantities Sold.

Except in the cases of mole, white hare, fitch, stone marten, wolf, wild cat, and otter, the aggregate of individual classes of skins sold was less than at the spring sale, considerably so in respect to raccoon, skunk, mink, house cat, civet cat, kolinsky, ermine, squirrel, Australian opossum, wallaby, and nutria, while other varieties which declined in number included musquash, American opossum, red fox, lamb, and ringtail opossum.

White Fox Furs in Fashion.

As mentioned above, an excessively high limit was placed on white fox, due doubtless to their being in favor for fashion wear. Prior to

the war a good skin could be purchased for about \$17, and a stole for \$48.67, and these were considered a fair price; but at present \$97.33 is deemed not unreasonable for a similar stole, while a muff of white fox would cost approximately double that figure.

YEAR'S RECORD OF COTTON SEED AND PRODUCTS.

A preliminary report issued by the United States Bureau of the Census gives the amount of cotton seed received at mills in the United States during the period from August 1, 1917, to July 31, 1918, as 4,260,273 tons. This does not include 33,927 tons on hand August 1 nor 201,106 tons reshipped. The quantity of seed crushed during this period was 4,257,825 tons, and the quantity on hand at the mills on July 31 was 36,375 tons.

Cottonseed products manufactured, shipped out, and on hand were as follows:

Items.	On hand Aug. 1.	Produced Aug. 1 to July 31.	Shipped out Aug. 1 to July 31.	On hand July 31.
Crude oil.....pounds..	a 15,477,352	1,314,184,731	1,317,110,764	a 15,927,000
Refined oil.....do.....	b 298,757,126	c 1,187,841,600		b 253,798,440
Cake and meal.....tons..	92,540	2,069,485	2,132,760	29,275
Hulls.....do.....	51,016	995,174	991,311	59,819
Linters.....500-pound ba es..	102,754	1,130,997	1,194,195	89,846
Hull fiber.....do.....	6,371	323,913	318,318	13,966
Motes, grabbois, and sweepings..do....	8,207	64,165	51,032	11,340

a Includes 2,921,600 and 2,841,845 pounds held by refining and manufacturing establishments and 3,371,709 and 6,827,131 pounds in transit to refiners and consumers Aug. 1 and July 31, respectively.

b Includes 15,200,420 and 8,167,889 pounds held by refiners, brokers, agents, and warehousemen at places other than refineries and manufacturing establishments and 3,851,445 and 5,552,299 pounds in transit to manufacturers of lard substitutes, oleomargarine, soap, etc., Aug. 1 and July 31, respectively.

c Produced from 1,290,217,534 pounds of crude oil.

Imports of cottonseed oil for the year amounted to 16,967,737 pounds. Exports of cottonseed products for the same period were: Oil, 108,663,042 pounds; cake and meal, 19,051 tons; and linters, 187,704 running bales.

EARNINGS OF THE SOUTH AFRICAN RAILWAYS.

The following is a statement of the approximate earnings, in pounds sterling, of the South African Railways for the 21 weeks ended May 25, 1918, as compared with the audited returns for the corresponding period in 1917, as given by the report of the Johannesburg Chamber of Commerce:

Traffic.	21 weeks ended May 25—	
	1917	1918
Passenger.....	£1,499,348	£1,649,295
Parcels.....	151,359	149,764
Goods.....	2,311,793	2,459,913
Coal.....	1,323,290	1,269,711
Live stock.....	231,831	194,870
Miscellaneous.....	223,982	196,363
Total.....	5,733,803	5,900,861

INCREASE IN FOREIGN TRADE OF CHOSEN FOR JUNE.

[Consul General Ransford S. Miller, Seoul, July 12.]

There was a decided increase in the value of the foreign trade of Chosen (Korea) for last June compared with the corresponding month in 1917. Some of the imports showing an increased value were wrought iron, rails and accessories, machinery, coal, lumber, cement, and paper. The articles of export that showed a decided increase were rice, fish, ginseng, cotton, copper ingots, and cocoons. The following excerpt from the Seoul Press gives some of the figures of the foreign trade of Chosen for June, the values being in yen (1 yen=\$0.498):

The foreign trade returns of Chosen for the month of June last put the value of exports and imports at 11,580,000 yen and 10,520,000 yen, respectively. These figures show a great increase of 5,380,000 yen in export and of 3,930,000 yen in import as against the returns for the same month of last year. The trade done in Chosen during the six months ending June last amounted to 57,920,000 yen in export and 67,730,000 yen in import, the excess of import over export amounting to 9,800,000 yen.

Export of Korean rice to China and Russia continued rather dull, but the rice exported to Japan during June represented an increase of 97,000 koku (1 koku=5.12 bushels), valued at 2,940,000 yen as compared with the returns for the corresponding month of last year. Export of fish, ginseng, raw cotton, cocoons, copper ingots, and sea weeds also showed a decided increase, while the export of soya beans, wheat flour, and leather articles showed a decrease of 250,000 yen, 800,000 yen, and 130,000 yen, respectively. As for import, a decrease was seen in foreign rice, calico, T cloth, Chinese hemp cloth, copper ore, and explosives, but the import of articles for industrial use was carried on very briskly. There was an increase of 110,000 yen in the import of wrought iron, 210,000 yen in rails and accessories, 930,000 yen in machinery, 570,000 yen in coal, and 110,000 yen in lumber and cement. Paper imported also showed an increase of 240,000 yen.

SHORTAGE OF ADHESIVES IN GERMANY.

The "Zeitschrift fuer angewandte Chemie" states that raw bones are now being made into glue by treatment with sulphur dioxide, the fat being removed with benzine and the mass being boiled in water under pressure. The resulting substance is a very good glue.

German papers contain numerous advertisements for glue and other adhesives. Frequently the advertisements state that the material is required for army orders. It is understood that no more animal glue is being released for the civilian shoe trade except in limited quantities for the manufacture of artificial sole leather, but that this material is reserved exclusively for factories which are working on military orders.

According to report the Government carefully apportions the limited amounts of different kinds of adhesives among the various consuming trades. The February 10 issue of Bohemia contained an article stating, in regard to the general shortage of dextrin and gum arabic, that the juices from the stems of certain creeping plants and from certain kinds of bulbs, if properly evaporated and treated, would make a very suitable gum substitute for certain purposes.

Stocks of wax and shellac in Germany are understood to be entirely exhausted.

ESTABLISHMENT OF NEW BANKS IN CHOSEN.

[Excerpt from Seoul Press of July 11, transmitted by Consul General Ransford S. Miller, Seoul, July 12.]

Consequent upon the recent remarkable development of the economic conditions in Chosen, says a report, the establishment of new banks or branches of banks in the peninsula is increasing. During the year between May, 1917, and June, 1918, five banks were established. These were: Bank of New Wiju, capital 500,000 yen; Chosen Commercial and Industrial Bank, capital 1,000,000 yen; Chuil Bank, capital 500,000 yen; Tongnai Bank, capital 500,000 yen; North Chosen Commercial Bank, capital 500,000 yen.

The aggregate capital of these banks is 3,000,000 yen. The two first-mentioned banks are under the management of Japanese, while the three others are entirely managed by Koreans. Of late the establishment of ordinary banks, chiefly for the benefit of Koreans in general, is increasing. All five banks have a capital of more than 500,000 yen each, because the Chosen bank ordinance forbids the establishment of banks with a capital of less than 300,000 yen, and because the recent economic conditions in Chosen make it difficult for banks of small capital successfully to maintain business.

During the period mentioned, 11 branches of existing banks were also established. They were:

Kwangchon Branch of the Hosoh Bank.
Kunsan Branch of the Chosen Commercial Bank.
Tongyung Branch of the Fusan Commercial Bank.
Walkwan Branch of the Bank of Taiku.
Syenchon Branch of the Pyongan Agricultural Bank.
Kangyang Branch of the Hamkyong Agricultural Bank.
Yichon Branch of the Chosen Commercial Bank.
Fusan Branch of the Hansong Bank.
Masan Branch of the Kyongnam Bank.
Hatong Branch of the Kyongnam Bank.
Chochiwon Branch of the Bank of Seoul.

It seems that the development in organs for communication and means for traffic has brought about the development in commerce and industry in these localities and has necessitated the establishment of these branches. Besides, the recent great development in commercial and industrial undertakings has made it impossible to rely on banks hitherto in existence alone and necessitated the establishment of new banks. Generally speaking, all the banks and branches formed during the past year were the necessary outcome of the economic development recently experienced in the peninsula and so should be successful under good management. Some doubts are, however, entertained about certain banks newly established, under the belief that they are merely organs for usurers in order to keep pace with the progress of the times, and some financial critics require the authorities to take due note of these banks.

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PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
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WATERWAYS OF THE NANKING DISTRICT.

[Vice Consul Samuel Sokobin, Nanking, China, June 26.]

The Nanking consular district comprises the whole of the Province of Anhui and a great part of the Province of Kiangsu, and it is doubtful if there is another of China's 21 Provinces which has so many water routes as the Province of Kiangsu. Two great water routes traverse the Province, the Yangtze River in a general east and west direction and the famous Grand Canal north to south. There is a large number of native boat postal routes and also routes by steamer or launch. In the two Provinces of Chekiang and Kiangsu (the former Province being in the Shanghai consular district) in an area 175 miles by 160 miles there are said to be 25,000 miles of canal.

Condition of Waterways.

The Yangtze River is one of the great navigable streams of the world, and as far as motor boats are concerned the Yangtze River Valley offers one of the greatest fields. From the mouth of the river, a short distance below Shanghai, as far inland as Hankow, a distance of approximately 700 miles, it is open all the year to large steamers. Above Hankow the river is not navigable for the large steamers, and as far as Ichang, about 300 miles beyond Hankow, smaller steamers and launches are used. In the Nanking consular district the four cities of importance on the Yangtze River are Nanking and Chin-kiang, about 50 miles apart; Wuhu, which is about 60 miles from Nanking, in the Province of Anhui; and Anking, the capital of Anhui Province and about 100 miles beyond Wuhu.

The Grand Canal is in a state of neglect. The upper section (northern part of the district) has suffered a great deal and navigation may be interrupted for months at a time. Between Tsingkiangpu and the Yangtze River conditions are slightly better, while south of the Yangtze the canal still remains navigable. However, an American engineering corporation has been negotiating for some time with the Chinese Government for the improvement of the South Grand Canal.

Varieties of Craft Utilized on Canal—Floods.

The craft utilized on the canal in Shantung for transportation are of 15 varieties. For instance, a boat that loads fish carries nothing else; similarly with coal, etc. There are at present 8,050 boats, with a tonnage of 99,000, plying on the canal. The boats have either sails or are dragged along not by mules but by four, five, or six native coolies, and the loads are enormous.

When the canal is improved, the Chinese will undoubtedly take to motor boats for towing their native "junks" and for passenger traffic.

In the Province of Anhui is the Hwai River. The district watered by this river is periodically visited by devastating floods, and accordingly the American Red Cross investigated to determine the labor and expense involved in a scheme for improving the watercourses in the Hwai River district. The American Red Cross engineers proposed the diversion of the Hwai River by the construction of the dam at the point where the river enters the Hungtse Lake, and the construction of a new canal for carrying the water to the Grand Canal. Because of the war, the scheme is held in abeyance, inasmuch as it is impossible to raise at present the large amount needed for the work—\$15,000,000.

MOVEMENT OF COAL AND COKE.

Figures of coal and coke carried over 14 leading railroads during May and five months ending May, 1917, and 1918, have been compiled from reports furnished by the following railroads, as follows:

MAY.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
FOR REVENUE ONLY.						
Anthracite:						
Buffalo, Rochester & Pittsburgh	Short tons.	Short tons.	Short tons.	Short tons.	Short tons.	Short tons.
Buffalo & Susquehanna			22,105	7,271	22,105	7,271
Chesapeake & Ohio	69	367	261	450	261	450
Erie	811,171	761,719	856	600	925	967
Huntingdon & Broad Top Mountain			216,608	98,677	1,027,779	860,396
Pennsylvania	510,011	567,188	186		186	
Pittsburgh & Lake Erie			434,330	413,541	944,341	980,729
Pittsburg, Shawmut & Northern			853	37	853	37
Virginian	47	150	438	801	438	804
Western Maryland			188	55	235	211
			72,756	40,524	72,756	40,524
Total	1,321,298	1,329,430	748,581	561,971	2,069,879	1,891,401
Bituminous:						
Buffalo, Rochester & Pittsburgh	880,901	980,565	5,681	6,440	886,582	987,006
Buffalo & Susquehanna	145,154	140,117	166	874	145,320	140,991
Chesapeake & Ohio	2,147,380	2,265,316	147,262	148,530	2,294,642	2,413,846
Erie	28,151	43,088	635,867	825,897	664,018	868,975
Huntingdon & Broad Top Mountain	103,563	25,351	30,571	22,353	134,164	47,704
New York Central (Buffalo and east)	692,068	769,390			692,068	769,390
Norfolk & Western	2,150,627	2,107,116	501,107	282,795	2,651,734	2,389,911
Pennsylvania	3,883,550	4,002,343	797,482	834,928	4,681,032	4,837,271
Pittsburgh & Lake Erie	559,543	707,716	384,321	576,739	943,864	1,284,435
Pittsburg & Shawmut	216,102	215,742			216,102	245,742
Pittsburg, Shawmut & Northern	94,772	51,725	194	48,218	94,966	90,943
Virginian	552,441	517,336	92,415	91,492	644,856	608,828
Western Maryland	440,042	491,899	199,166	428,356	639,208	920,257
Total	11,894,324	12,297,704	2,794,232	3,266,614	14,688,556	15,564,298
FOR COMPANY FUEL.						
Anthracite:						
Erie	13,957	23,449			13,957	23,449
Pennsylvania	37,079	1,377	8,233	136	45,312	1,513
Total	51,036	24,826	8,233	136	269	24,962
Bituminous:						
Buffalo, Rochester & Pittsburgh	68,475	68,911			68,475	68,911
Buffalo & Susquehanna	8,076	8,551			8,076	8,551
Chesapeake & Ohio	177,290	205,206			177,290	205,206
Erie	107,064	114,649	338,975	255,214	446,039	369,863
Huntingdon & Broad Top Mountain	2,898	2,253			2,898	2,253
New York Central (Buffalo and east)	164,817	194,252			164,817	194,252
Norfolk & Western	220,624	218,693	40,763	38,378	261,387	257,071
Pennsylvania	711,725	675,447	20,366	1,079	762,091	676,526
Pittsburgh & Lake Erie	41,095	34,219	4,258	13,150	45,353	47,376
Pittsburg & Shawmut	4,164	4,040			4,164	4,040
Pittsburg, Shawmut & Northern	3,906	2,754		3,227	3,906	5,981
Virginian	21,149	35,128	8,976	1,715	30,125	36,843
Western Maryland	41,754	38,994	17,096	19,896	58,850	58,890
Total	1,606,037	1,633,097	430,434	332,666	2,036,471	1,965,763

MAY—Continued.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
COKE FOR REVENUE AND FUEL.						
Buffalo, Rochester & Pittsburgh.....	Short tons. 26,483	Short tons. 22,485	Short tons. 21,430	Short tons. 18,091	Short tons. 47,913	Short tons. 40,576
Buffalo & Susquehanna.....	33,276	34,671	.....	.....	33,276	34,671
Chesapeake & Ohio.....	42,792	29,718	3,268	7,252	46,060	36,970
Erie.....	.....	13,439	55,377	53,726	55,377	67,165
Huntingdon & Broad Top Mountain.....	5,176	2,143	2,638	441	7,814	2,584
Norfolk & Western.....	193,349	188,580	15,631	6,040	208,980	194,620
Pennsylvania.....	782,208	773,638	259,768	251,144	1,041,976	1,024,782
Pittsburgh & Lake Erie.....	99,546	71,375	586,644	579,141	686,190	650,516
Western Maryland.....	7,411	6,473	15,382	32,293	22,793	38,766
Total.....	1,190,241	1,142,522	960,138	948,128	2,150,379	2,090,650

FIVE MONTHS ENDING MAY.

FOR REVENUE ONLY.						
Anthracite:						
Buffalo, Rochester, & Pittsburgh.....	Short tons. 95,440	Short tons. 82,865	Short tons. 95,440	Short tons. 82,865	Short tons. 95,440	Short tons. 82,865
Buffalo & Susquehanna.....	.....	.....	2,293	1,863	2,293	1,863
Chesapeake & Ohio.....	474	2,788	4,020	6,045	4,494	8,833
Erie.....	3,596,679	3,660,270	934,828	756,595	4,531,507	4,446,865
Huntingdon & Broad Top Mountain.....	.....	.....	388	211	388	211
Pennsylvania.....	2,584,038	2,739,521	2,124,702	2,331,677	4,708,740	5,071,198
Pittsburgh & Lake Erie.....	.....	.....	1,255	232	1,255	232
Pittsburg, Shawmut & Northern.....	.....	.....	5,185	6,280	5,185	6,280
Virginian.....	520	836	1,346	1,634	1,866	1,470
Western Maryland.....	.....	.....	216,278	184,253	216,278	184,253
Total.....	6,181,711	6,433,415	3,385,735	3,370,655	9,567,446	9,804,070
Bituminous:						
Buffalo, Rochester & Pittsburgh.....	3,954,985	4,399,685	39,518	91,477	3,994,503	4,485,162
Buffalo & Susquehanna.....	621,361	823,392	1,119	4,849	622,480	828,241
Chesapeake & Ohio.....	9,584,375	9,932,002	741,850	650,704	10,326,225	10,582,706
Erie.....	151,934	148,069	3,461,601	4,395,807	3,613,535	4,543,876
Huntingdon & Broad Top Mountain.....	451,953	408,500	178,441	120,481	630,394	529,041
New York Central (Buffalo and east).....	3,534,188	3,588,411	.....	.....	3,534,188	3,588,411
Norfolk & Western.....	9,718,281	9,068,873	2,092,327	1,328,622	11,810,608	10,397,495
Pennsylvania.....	18,120,326	16,191,194	3,632,687	3,805,285	21,753,013	19,996,479
Pittsburgh & Lake Erie.....	2,439,488	3,114,411	2,034,740	2,775,529	4,474,228	5,889,970
Pittsburg & Shawmut & Northern.....	1,177,811	1,038,850	.....	.....	1,177,811	1,038,850
Pittsburg, Shawmut & Northern.....	656,374	263,452	334	272,449	656,708	535,901
Virginian.....	2,361,110	2,195,390	387,693	340,498	2,750,803	2,535,883
Western Maryland.....	2,019,372	2,129,365	1,709,276	1,923,593	3,849,648	4,052,923
Total.....	54,793,558	53,294,684	14,360,586	15,709,294	69,154,144	69,003,948
FOR COMPANY FUEL.						
Anthracite:						
Erie.....	94,820	135,053	98	49	94,918	135,102
Pennsylvania.....	101,551	8,150	61,451	31,084	163,002	39,234
Total.....	196,371	143,203	61,549	31,133	257,920	174,336
Bituminous:						
Buffalo, Rochester & Pittsburgh.....	333,079	369,604	.....	.....	333,079	369,604
Buffalo & Susquehanna.....	41,586	58,828	.....	.....	43,586	58,828
Chesapeake & Ohio.....	981,540	973,945	.....	.....	981,540	973,945
Erie.....	513,885	478,103	1,227,198	1,152,438	1,741,083	1,630,541
Huntingdon & Broad Top Mountain.....	15,826	15,426	.....	.....	15,826	15,426
New York Central (Buffalo and east).....	956,494	1,105,948	.....	.....	56,4949	1,105,948

FIVE MONTHS ENDING MAY—Continued.

Classes and railroads.	Originating on line.		Received from connections.		Total.	
	1917	1918	1917	1918	1917	1918
FOR COMPANY FUEL—CON.						
Bituminous—Continued.	<i>Short tons.</i>	<i>Short tons.</i>	<i>Short tons.</i>	<i>Short tons.</i>	<i>Short tons.</i>	<i>Short tons.</i>
Norfolk & Western.....	1,177,444	1,324,883	257,818	187,227	1,435,262	1,512,110
Pennsylvania.....	3,264,367	3,576,508	28,450	69,967	3,296,817	3,646,475
Pittsburgh & Lake Erie.....	221,416	210,209	19,259	63,236	240,675	273,465
Pittsburg & Shawmut.....	20,262	19,029			20,262	19,029
Pittsburg, Shawmut & Northern.....	31,747	17,338		20,478	31,747	37,816
Virginian.....	132,095	161,146	29,888	16,466	165,986	177,642
Western Maryland.....	221,337	194,447	76,707	103,874	298,044	298,321
Total.....	7,923,101	8,505,414	1,639,320	1,613,736	9,562,421	10,119,150
COKE FOR REVENUE AND FUEL.						
Buffalo, Rochester & Pittsburgh.....	124,953	121,248	67,281	76,882	192,234	198,130
Buffalo & Susquehanna.....	165,964	175,758		35	165,964	175,793
Chesapeake & Ohio.....	186,300	183,625	31,997	32,868	218,306	221,493
Erie.....		64,223	98	40	98	64,272
Huntingdon & Broad Top Mountain.....	28,563	22,342	4,400	1,197	33,963	23,539
Norfolk & Western.....	959,905	967,554	57,378	94,363	1,016,283	1,061,917
Pennsylvania.....	3,821,415	3,329,440	1,283,732	968,567	5,105,167	4,298,037
Pittsburgh & Lake Erie.....	478,602	372,252	2,554,484	2,821,436	3,033,086	3,193,683
Pittsburg, Shawmut & Northern.....			19		19	
Virginian.....			71	378	71	378
Western Maryland.....	38,893	30,145	41,183	62,269	80,076	92,414
Total.....	5,903,601	5,271,587	4,040,663	4,058,074	9,844,267	9,329,661

NOTE.—No returns were received for the Baltimore & Ohio Railway.

SWEDISH INVENTION OF NEW IGNITION CAP.

[Consul General Albert Halstead, Stockholm, July 23.]

The Aftonbladet for July 4, 1918, states that the Stockholm's Superfosfaktiebolag (Stockholm's Superphosphate Co. (Ltd.) has invented a new ignition cap of a high quality.

The new detonation cap does not contain quicksilver but copper, and has shown itself greatly superior to the one previously manufactured by the company. The manufacture of these caps has already begun at the company's explosive mill, outside of Mansbro, at Alvesta, where the output at present is about 3,000 per day. The company, however, has under construction a new mill, where the manufacture during the coming fall will be sufficient to supply the country's requirements of ignition caps.

PROPOSED ITALIAN BANK FOR PUBLIC WORKS.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, July 22.]

Following an appeal of the Italian Ministry of the Treasury to the directors of the principal Italian banking institutions for concerted action in promoting the industrial and economic development of the country after the war, plans are being studied for the constitution of a Bank of Public Works, whose special function it will be to finance draining and irrigation operations, hydraulic undertakings, and the upkeep and development of the harbors.

INCREASING USE OF MOTOR TRUCKS IN TRINIDAD.

[Consul Henry D. Baker, Trinidad, British West Indies, July 27.]

The economies incident to the use of motor trucks, lorries, vans, etc., are becoming more and more realized in Trinidad, and it is probable that when shipping conditions become easier imports of such vehicles into this island will show a material increase. Motor vehicles of all kinds are among the list of articles prohibited from import into Trinidad after August 1, 1918, this prohibition being for the purpose of saving freight space, chiefly for food supplies.

To illustrate the interest now being taken in the use of motor trucks for carrying the produce of the island, the following is quoted from a letter received at this office from the manager of the Cedros estate, Cedros, district of Trinidad, the chief coconut-producing region of the island:

The total production of coconuts of the area west of Ste. Marie, including those of small growers, is about 19,000,000, the five large estates producing about 16,000,000. This area is fairly well supplied with roads, both main and local, and as the land is sandy the ungraveled local roads could be negotiated by a motor truck of the four-wheel-drive type. The bridges, however, were not built for heavy motor traffic, but as none are long enough to take all four wheels of a truck of ordinary wheel base, a truck of 1½ tons capacity could be used without exceeding the weight of a heavy cart on two wheels, and trailers of similar capacity could be used.

The area east of Ste. Marie produces about 2,000,000 of coconuts, but as this is generally clay soil, which cuts up badly in wet weather, the local roads could only be used by carts during most of the year.

Lack of Railway Facilities for Certain Sections.

Generally speaking, motor trucks would be of great advantage in Trinidad for carrying all kinds of produce to and from the various estates and the nearest railway stations in points on the seacoast where transshipment can be effected with coastal steamers and small sloops connecting up with Port of Spain, where the larger ocean steamers call. The railway system of Trinidad only partly takes care of interisland movements of freight. Its total mileage is about 100 miles, the most important line, with most frequent trains and largest traffic being between Port of Spain, the capital, and San Fernando, a distance of 35 miles, which the fastest train covers in about two hours. Other railway lines are mostly spurs or branches for short distances from this main line. There are no lines terminating on either the north, east, or south coasts of the island. Many important localities and coastal settlements are 15 miles or more from the nearest railroad station. From San Fernando to Brighton, at the famous asphalt lake, a distance of 15 miles, there is no railroad, but good motor-car road, and also good service by boats. The Mayaro coconut district of Trinidad, second only to the Cedros district in production of coconuts, stretches for about 15 miles along the southeast coast of the island, and the nearest railway station, Rio Clare, is about 15 miles distant by a poor road. The coconuts of this district are gathered up by bullock carts and conveyed along the beach to copra and coconut oil factories, whose product is shipped by the coastal steamers. One motor truck lately introduced for use on this beach can make three trips per day to two of a bullock cart. Moreover it carries two and a half times the load of a bullock cart.

Salt Water Detrimental to Trucks.

The effect of salt water on these motor trucks is, however, detrimental to both tires and the steel work; and the salt water can not always be avoided especially when the tide is high. The same coconut proprietor who has lately introduced a motor truck for conveying his coconuts has also adopted a special type of iron wheel, imported from the United States, for his bullock carts. These wheels, which are entirely of iron, are very large, with a circumference of about 6 feet, and a width of about 6 inches, so that they are high enough to keep the contents of the carts well above any sea water, and wide enough so as not to cut into the sand. Their durability is expected to be far greater than ordinary cart wheels of wood and iron rims, which continually have to be sent to Port of Spain for repairs.

In the city of Port of Spain increased use is being made of motor vans for delivery of goods, and for carrying goods between warehouses, jetties, etc. The body on many of the cars no longer attractive for pleasure driving are taken off and replaced with a framework suitable for carrying freight. Out of nearly 800 motor cars now registered in Trinidad, probably about 100 are now used for commercial purposes.

Regulations Concerning Weight of Load on Public Roads.

The increasing use of motor trucks, and the desire for their far greater use, is causing agitation for wider and better roads and stronger bridges, so that larger types of trucks may be used. The most recent regulations concerning sizes and loads permitted for vehicles in Trinidad on public roads are as follows:

The gross load carried on any public road by any vehicle, including the weight of the vehicle itself, shall not exceed 2½ tons to each axle.

No four-wheeled vehicle carrying a load in excess of 10 hundredweight on each axle shall be used on any public road unless such vehicle be fitted with proper and effective brakes.

The sum of the widths of the tires of any vehicle (a) shall be at least 1 inch to every three and one-half hundredweight of gross load where any tire is less than 3 inches in width; (b) shall be at least 1 inch to every 5 hundredweight of gross load where no tire is less than 3 inches in width.

DAMAGE TO SUGAR CROP IN NORTHERN ARGENTINA.

[Consul Wilbert L. Bonney, Rosario, July 9.]

Frost occurring the last week of June in Northern Argentina has damaged the cane in the vicinity of Tucuman and Jujuy so that previous estimates of the crop of 200,000 metric tons for Argentina must be reduced, probably by 30 per cent according to present prospects. The cold weather continues and the damage may be more extensive. This loss will make it necessary for Argentina to import sugar again this season, although it is at present not likely that the amount required from outside sources will be as large as last year.

[A previous forecast of the 1918 sugar yield was published in COMMERCE REPORTS for Aug. 8.]

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements-----	27344	Hardware-----	27342, 27344
Banks, home savings-----	27345	Ice plant-----	27340
Buttons-----	27344	Machinery-----	27340
Chemicals-----	27342	Metals-----	27342
Cotton goods-----	27342, 27344	Office supplies-----	27341
Dry goods-----	27339	Paper-----	27342, 27344
Elevators, passenger-----	27346	Pumps-----	27346
Enamel ware-----	27342	Shoe lace end points-----	27339
Feather plumes-----	27343	Textiles-----	27339, 27344
Glassware-----	27342	Thread-----	27344
General merchandise-----	27341	Toilet articles-----	27344
Haberdashery-----	27342	Wearing apparel-----	27344
Hosiery-----	27339		

27339.†—A man in Switzerland is desirous of representing American manufacturers and exporters of metal end points for shoe laces in black and in colors, also fabrics, hosiery, dry goods, etc. A piece of shoe lace with end point similar to what is desired may be examined at the Bureau or its district offices. (Refer to miscellaneous exhibit No. 201.) Reference.

27340.*—A large ranch owner in Mexico wishes to receive catalogues, prices, etc., of pasteurization and creamery machinery. He also desires to purchase a small ice plant and electric dynamo for use with same. Cash will be paid. Correspondence may be in English. References.

27341.†—A man in Holland desires an agency on commission in Holland and in Belgium after the war, for office supplies and general merchandise. Correspondence may be in English.

27342.‡—A firm in France, with a branch office in China, desires to communicate with American manufacturers and exporters, particularly those in New York and San Francisco, exporting paper, metals, hardware, haberdashery, enamel ware, cotton goods, glassware, chemicals, etc.

27343.*—A manufacturer and merchant of ladies' furs in Spain wishes to purchase marabou plumes in their natural state, and feather boas 50, 75, 100, 125, and 150 centimeters in length. Payment against shipping documents through bank in Spain. Correspondence may be in English.

No. 27344.†—A man in the United States who is acting as buying agent for a firm in Honduras desires to be placed in communication with manufacturers of buttons of all classes; shirts, undershirts, and under drawers; thread of all kinds; dress trimmings; drillings, cotton shirtings, chintzes and batistes; cotton and woolen blankets; novelties; articles for writing, and paper and stationery in general (including slates and slate pencils); paper for cigarettes; toilet articles; spades, plow points, knives, and hatchets; hooks for dresses; and nails of assorted sizes. It is requested that prices and samples be submitted. References.

27345.*—A banking corporation in China desires to receive catalogues from manufacturers of small home-savings banks. Correspondence may be in English. Reference.

27346.*—A firm in India wishes to purchase 12 passenger elevators of four or five passenger capacity, to be operated by electric motor on 440 volts direct current; and four or five motor-pump sets for water on 'about a 150-foot head, with discharging capacity of 4,000 gallons per hour, to operate on 220-volt D. C. Terms of payment, cash against shipping documents. Correspondence may be in English. Reference.

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No. 196

Washington, D. C., Wednesday, August 21

1918

CONTENTS.

	Page.		Page.
Six months' British trade	689	Birmingham electric supply project	699
Commodity list for Holland and Denmark	692	Provisions of the Cuban closing law	699
Increased wool manufacture in Australia	694	Swiss trade in window glass	699
Effect of war on Chungking's export of bristles	695	Preparations in Japan for post-war export business	700
Railway development in Central Africa	696	American branch house at Rosario	701
New American commercial attaché for Brazil	697	Decreased gold production in Chosen	702
Bids desired for construction in Ecuador	697	Population of the Canal Zone	702
Increased cost of living in South Africa	698	Moncton linen mill in operation	702
Blairgowrie fruit crop	698	Improved conditions at Rosario	703
		Regulations governing slaughter of cattle in Brazil	703
		Railway concession solicited in northern Argentina	703
		Foreign trade opportunities	704

SIX MONTHS' BRITISH TRADE.

[Alfred Nutting, clerk, consulate general, London.]

The total values of all imports into the United Kingdom during the first six months of 1916, 1917, and 1918 were \$2,310,730,038, \$2,435,468,299, and \$3,173,851,129, respectively. British merchandise exported aggregated \$1,176,758,053, \$1,222,209,523, and \$1,201,211,086 for the same periods, while foreign and colonial merchandise re-exported totaled \$263,380,338, \$225,057,731, and \$81,650,921.

Features of the Import Trade.

In imports of food, drink, and tobacco, meat increased by \$192,521,782 in the first six months of 1918, compared with the corresponding period in 1917, and by \$229,088,647 over 1916; nondutiable food and drink increased by \$41,438,505 and \$105,550,847, respectively, over the 1917 and 1916 periods; dutiable food and drink increased by \$34,743,496 compared with the first half of 1917, but decreased by \$1,605,127 compared with the figures for 1916. Tobacco imports increased by \$15,738,731 over 1917 which was approximately the increase over 1916 also. On the other hand, imports of grain and flour in the 1918 period were valued at \$35,734,608 less than in 1917, but were \$59,525,836 higher than in 1916.

Of raw materials imported, the chief increases occurred in raw cotton, which rose by \$157,324,000 over the 1917, and \$189,938,000 over the 1916 six months' period; oil seeds, nuts, oils, gums, and greases showed gains of \$69,580,360 and \$83,620,247, and wood and timber \$30,552,000 and \$10,611,000 over the same periods, respectively. Wool imports declined by nearly \$14,000,000 compared with the 1917 period and by \$4,214,000 compared with 1916.

The principal increases in imports of articles wholly or mainly manufactured occurred in metals and manufactures thereof which rose by \$37,344,553 and \$16,467,988 compared with the first six

months of 1917 and 1916, and chemicals, drugs, dyes, and colors which showed gains of \$32,606,360 and \$13,341,164 over the corresponding six months, respectively.

Exports of British Merchandise.

In the exports of British merchandise, food, drink, and tobacco showed an aggregate decrease of \$15,937,792, compared with the first six months of 1917, and of \$42,454,003 compared with the 1916 period. Exports of tobacco alone showed a small increase of about \$340 over the 1917 period. In exports of raw materials there was a total decrease of \$25,923,163, as against the value for the 1917 period, and of \$9,553,441 compared with 1916, due in the former half year mainly to a decrease in coal, coke, and manufactured fuel, and in 1916 to raw wool. Of exports of wholly or mainly manufactured articles, the only increase worth recording occurred in cotton yarns and fabrics, which rose by \$116,686,168 and \$174,375,323 over the values in the first six months of 1917 and 1916, respectively, while iron and steel and manufactures thereof decreased by \$27,100,059 and \$59,105,184 for the two periods, respectively.

Foreign and Colonial Merchandise Reported.

Reexports declined by over \$143,000,000, compared with the first six months of 1917, or rather more than 60 per cent, and by over \$180,000,000, or nearly 70 per cent, against the value for the 1916 period. These decreases were due mainly to the smaller reexports of raw cotton, oilseeds, nuts, oils, fats and gums, leather and manufactures thereof, hides and undressed skins, dutiable and nondutiable food and drink, and raw materials classified under the general head of "miscellaneous." In the last named the falling off exceeded \$45,000,000, while raw cotton accounted for a decrease of more than \$34,000,000.

Increases Due to Higher Prices.

In the following table comparative examples are given of the marked increase in prices which have occurred, largely owing to which the aggregate values of imports and exports have been increased or practically maintained. The quantities and values shown are the totals for the respective half years:

Articles.	First 6 months of—		
	1916	1917	1918
IMPORTS.			
Wood and timber:			
Total of wood sawn or split, planed or dressed..	floads.. 1,199,774	468,921	826,474
	{value... \$42,907,643	\$22,967,121	\$53,519,382
Raw cotton.....	{centsals.. 11,408,079	8,245,366	7,968,102
	{value... \$195,294,149	\$227,907,582	\$385,232,034
Sheep or lamb's wool.....	{pounds.. 414,277,399	422,412,752	267,120,898
	{value... \$116,941,656	\$156,689,620	\$112,727,392
Hemp, dressed and undressed.....	{tons... 70,790	55,655	48,921
	{value... \$14,762,850	\$18,037,806	\$27,242,362
Pulp of wood (total).....	{tons... 282,048	189,479	186,419
	{value... \$10,655,820	\$20,622,782	\$28,323,122
Iron:			
Pig.....	{tons... 72,214	54,761	68,075
	{value... \$2,974,697	\$3,368,786	\$7,037,592
Wrought, in bars, angles, rods, and sections..	{tons... 24,354	12,305	11,000
	{value... \$1,399,138	\$835,885	\$2,695,001

Articles.	First 6 months of—		
	1916	1917	1918
IMPORTS—continued.			
Steel blooms, billets, and slabs.....	tons..... 75,996	20,614	9,251
	value..... \$4,149,669	\$1,569,140	\$1,890,737
Tin, in blocks, ingots, bars, and slabs.....	tons..... 17,762	14,719	7,503
	value..... \$16,356,539	\$15,095,969	\$11,532,685
Watches, complete.....	number..... 2,388,540	1,852,222	2,767,918
	value..... \$2,935,702	\$2,321,968	\$4,436,326
Machinery:			
Prime movers, agricultural.....	tons..... 1,418	4,727	12,800
	value..... \$331,832	\$1,628,740	\$6,286,866
Not prime movers, agricultural.....	tons..... 8,185	7,274	12,035
	value..... \$1,565,242	\$1,007,239	\$4,232,264
Machine tools.....	tons..... 12,651	7,989	9,369
	value..... \$7,442,008	\$6,178,917	\$9,001,322
Silk manufactures:			
Broadstuffs (all silk).....	yards..... 27,419,942	27,021,230	28,462,360
	value..... \$12,748,996	\$15,039,972	\$18,146,093
Broadstuffs (mixed).....	yards..... 23,275,555	14,083,384	17,282,369
	value..... \$11,663,059	\$7,922,044	\$11,395,494
Paper:			
For packing and wrapping.....	hundredweight..... 1,887,791	456,767	395,778
	value..... \$10,286,233	\$3,966,227	\$6,237,967
Total of all imports.....	hundredweight..... 5,389,981	1,531,552	1,194,129
	value..... \$20,847,054	\$9,527,089	\$13,509,723
Motor cars and chassis.....	number..... 6,299	1,050	1,796
	value..... \$6,097,418	\$1,734,464	\$5,935,271
Paraffin wax.....	hundredweight..... 711,663	819,597	490,874
	value..... \$4,017,174	\$6,382,653	\$6,105,297
Starch, dextrine, and farina.....	hundredweight..... 1,262,427	654,707	702,964
	value..... \$5,325,499	\$5,085,970	\$10,784,641
EXPORTS.			
Spirits.....	proof gallons..... 5,487,178	2,951,476	1,437,718
	value..... \$13,291,334	\$10,903,846	\$7,941,690
Coal, coke, and fuel.....	tons..... 29,504,687	19,461,371	16,553,218
	value..... \$113,404,833	\$125,860,085	\$114,370,439
Ferromanganese.....	tons..... 67,641	55,641	38,001
	value..... \$6,110,728	\$7,617,382	\$6,018,902
Zinc or spelter.....	tons..... 919	875	410
	value..... \$9,015,101	\$8,048,129	\$12,519,480
Cotton yarn.....	pounds..... 91,097,000	65,907,000	51,499,800
	value..... \$31,805,438	\$47,882,822	\$47,539,427
Cotton piece goods.....	yards..... 2,672,402,000	2,490,238,000	2,225,392,800
	value..... \$202,399,444	\$250,729,888	\$353,698,179
Cotton thread for sewing.....	pounds..... 11,833,000	12,020,000	8,625,000
	value..... \$10,363,337	\$15,609,722	\$13,793,072
Wool tops.....	pounds..... 102,000	77,100	10,500
	value..... \$9,430,030	\$5,959,706	\$11,408,035
Worsted yarn.....	pounds..... 10,870,000	12,037,000	6,136,700
	value..... \$10,285,382	\$13,950,489	\$10,617,666
Woolen tissues.....	yards..... 66,046,700	62,129,500	34,994,200
	value..... \$59,820,435	\$64,058,353	\$51,469,968
Worsted tissues.....	yards..... 26,796,000	24,438,200	16,181,800
	value..... \$16,653,141	\$19,643,914	\$17,518,008
Linen manufactures.....	yards..... 82,285,100	59,340,800	36,830,500
	value..... \$17,491,433	\$15,232,297	\$15,291,349
Paper (total).....	hundredweight..... 1,389,416	527,507	331,924
	value..... \$11,442,217	\$7,839,072	\$8,162,668
Motor cars and chassis.....	number..... 1,390	1,008	2,423
	value..... \$2,707,881	\$2,094,089	\$8,064,790
Soap (total).....	hundredweight..... 946,451	1,162,687	961,291
	value..... \$6,835,174	\$9,594,897	\$12,581,421

NOTE.—Cental, 100 pounds; hundredweight, 112 pounds; ton, 2,240 pounds.

Imports of raw rubber showed a very marked decrease with lower price. The imports for the first six months of 1916 were 829,661 centals, valued at \$59,348,271; 1917, 1,101,228 centals, valued at \$75,900,081; and 1918, 564,716 centals, valued at \$82,683,122.

Reexports of raw rubber fell from 594,889 centals, valued at \$44,668,956, for the 1916 period to 239,047 centals, valued at \$10,166,221 in 1918; and tin decreased from 8,354 tons (\$7,597,506) to 3,827 tons (\$5,240,252) in the same half yearly periods, respectively.

COMMODITY LIST FOR HOLLAND AND DENMARK.

The War Trade Board announces in a new ruling (W. T. B. R. 206) the adoption of the following regulations with respect to the exportation of certain commodities to European Holland and Denmark proper:

(1) The list of commodities which will be considered for exportation to European Holland and Denmark proper has been revised. Applications for licenses to export the commodities as listed below will now be given consideration. Previous announcements with respect to such commodities (W. T. B. R. 50, Feb. 20, 1918; W. T. B. R. 96, Apr. 20, 1918; W. T. B. R. 118, May 22, 1918; W. T. B. R. 146, June 20, 1918; W. T. B. R. 180, Aug. 3, 1918) are hereby withdrawn.

(2) The list of commodities which will now be considered for exportation to European Holland and Denmark proper is as follows:

Adding and calculating machines.

Alabaster for statuary.

Artists' materials, excluding oils and turpentine.

Athletic goods, not containing rubber or leather.

Automobiles (passenger), bicycles, motor cycles, and spare parts of, but no tires and no accessories.

Billiard balls (ivory).

Buttons, bone, horn, or mother-of-pearl.

Carpets, Oriental, of high value.

Cash registers.

China.

China clay.

Clocks, including clocks for time checking.

Clothing made up of silk or mixed silk.

Coral.

Cutlery:

Knives—Table, dessert, butchers', cooks', bread, carving, pocket, hunting, painters', palette, shoe-makers', pruning, budding, and bowie.

Scissors.

Steel forks, table and carving.

Razors, including safety razors and blades not containing nickel or tin.

Drugs:

Acetylsalicylic acid.

Aconite, pure.

Agaricin.

Althaea root.

Amidol and substitutes.

Argentamine.

Arsenobilin.

Arsenous acid.

Barium sulphuric, pure, for X-ray.

Beta naphthol.

Bromine.

Butylchloralhydrate.

Camomile.

Chromic acid.

Diaethylbarbituric acid.

Drugs—Continued.

Digitalis.

Eucaine.

Ferric compounds.

Fruit of fennel.

Hydrobromic acid.

Ichthyol.

Inula root.

Iron, reduced.

Kharsevan.

Leaves of hyoscyamus.

Methol.

Nitrate of silver.

Opium alkaloids.

Paraldehyde.

Phenacetine.

Salicylic acid.

Sodium arsenate.

Sodium bromide.

Sodium cacodylate.

Sodium nitroprusside.

Sodium salicylate.

Sulphuric acid.

Veronal.

Dental burs, dental fillings, other than such as contain platinum or other rare metals.

Diamonds, other than industrial.

Dyes and dyestuffs.

Earthenware.

Electroplated goods and silverware containing not more than 5 per cent nickel or copper.

Feathers of high value.

Films, cinema.

Flowers, artificial.

Flower seeds, except seeds of oil-bearing plants.

Fountain pens.

Furs of high value.

Gauge glasses.

Glassware.

Hair ornaments and combs, except such as are manufactured from casein or corozo.

Hardware for builders, if of iron or steel.

Hats, trimmed ready for use.

Hats, straw.
Household furnishings, fixtures, and equipments, if manufactured of wood, iron, or steel.
Jewelry, imitation.
Laces, handmade, such as Maltese.
Ledgers, loose leaf, and similar stationery.
Leathers, imitation, made up for hats.
Lighting fixtures, if of iron or steel.
Machinery:
 Cotton-goods machinery.
 Laundry, not containing rubber or copper.
 Sugar-refining machinery.
 Printing presses, not containing an undue proportion of copper, nickel, or antimony.
 Typesetting and type-casting, excluding type metal.
 Spare or replacement parts of machinery.
Marble for statuary.
Medical and surgical appliances other than those containing rubber.
Morocco leather, small fancy articles.
Musical instruments, except when composed entirely or mainly of metals.
Office furniture, equipment, and supplies.
Oil paintings.
Opera glasses for use in theaters.
Paper materials, fancy, for book covers.
Phonographs, phonographic records.
Photographic goods.
Pianos.
Pen nibs.
Perfumery, but not essential oils.

Pictures, reproductions of.
Precious stones, real and imitation.
Ribbon silk.
Silks and manufactures thereof, except gaze a blutoir and Asiatic silk or similar silk wherever manufactured.
Salt (table).
Salt cake.
Sanitary ware, plumbers' goods, if of iron, steel, or earthenware.
Screw spanners for cycles.
Sewing machines.
Scales and balances, not including weights of copper or brass.
Shrubs.
Spectacles.
Tobacco pipes.
Teeth, artificial, except such as contain platinum, iridium, or other rare metals.
Toothbrushes.
Toilet preparations (excluding soap not in tin or lead containers and not containing more than 1 per cent of glycerin).
Trimmings, silk.
Toys.
Truffles, fresh or preserved.
Typewriters and spare parts and accessories, except typewriter ribbons not cut for use, and except ribbons over 2 inches wide.
Vanilla.
Wall paper.
Watches, other than with gold or platinum cases.
Wines.

Requirements Before Shipping.

(3) Prospective Importers in European Holland should obtain from the Netherlands Overseas Trust Co. an import certificate. Upon receipt of the certificate, the importer should notify the prospective exporter that such a certificate has been obtained and advise him of the serial number thereof. The exporter should thereupon apply to the War Trade Board, Bureau of Exports, Washington, D. C., for an export license, using Application Form X and such supplemental information sheets concerning the commodity as are required, and, in addition, furnish on Supplemental Sheet X-102 the gross weight of the proposed shipment and the serial number of the import certificate of the Netherlands Overseas Trust Co.

All shipments to European Holland, except those consigned to the Government of the Netherlands, must be consigned directly to and only to the Netherlands Overseas Trust Co. (W. T. B. R. 77, Mar. 15, 1918).

(4) In the case of proposed shipments to Denmark, the prospective importer abroad first should obtain an import certificate from the Merchants' Guild of Copenhagen or the Danish Chamber of Manufacturers. When this certificate is received, the prospective importer should advise the exporter in the United States of the serial number. Application for export licenses should be made on Application Form X, and the applicant should attach thereto the appropriate supplemental information sheets, and also Supplemental Information Sheet X-103, upon which should be noted the Merchants' Guild of Copenhagen, or the Danish Chamber of Manufacturers' import certificate serial number. Such shipments need not be consigned to the Merchants' Guild of Copenhagen or the Danish Chamber of Manufacturers, but may be consigned to an individual.

(5) Licenses will be valid only for shipment on vessels flying the flag of the country to which commodities are destined.

INCREASED WOOL MANUFACTURE IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, July 12.]

Abnormal conditions brought about by the war have resulted in a stimulation of the woolen industry in Australia, and local manufacturers hope that ultimately this country will be able to manufacture from its own wool all the woolen goods needed here. Some concern is felt over the possible result of a relaxation of the present restrictions after the war, and there is a strong feeling that the present protection should be maintained in order to prevent foreign competition, particularly if in the meantime the local industry has developed sufficiently to take care of local requirements.

During the past few years extensions have been made in various States in the felt-mongering and scouring branches of the industry. Existing premises have in many cases been enlarged, new works have been built, and several firms are now considering the advisability of further development. The most important extension in Victoria during recent years has been the works of the United Wool Scouring Co., which were built on the Saltwater River and opened in February, 1918. These premises cover $3\frac{1}{2}$ acres and are equipped with a plant which was made almost entirely in Australia and is capable of turning out about 100 bales of scoured wool per week. Local production in the felt-mongering and scouring branches of the industry is likely to equal the local demand for some time.

Lack of Yarn Affects Knitting Industry—Textiles.

After the process of scouring follow the processes of carding, combing, and spinning (or twisting), by which time the wool has become yarn. Then follow knitting, weaving, dyeing, and other processes. Because of the want of adequate equipment for carding and spinning, particularly for the making of hosiery yarns, the knitting industry has suffered a great handicap, which can be overcome only by large supplies of yarn. In Victoria there is only one factory making hosiery yarns, but as it spins only for the requirements of its own knitting mill, it is unable to furnish yarn to other hosiery manufacturers. Only small quantities of hosiery yarn are marketed by New South Wales firms, and as the war has eliminated yarn imports from Belgium, which formerly supplied the bulk of Australian requirements, practically the only remaining sources of supply are England and Japan. Japanese yarn is spun largely from wool exported from Australia, frequently in the form of wool tops, and it sells to-day for 12s. (\$2.92) per pound, as compared with 3s. 3d. (\$0.79) for English yarn before the war. Practically all the knitting mills in Australia are closed down or running with greatly reduced forces, because of lack of yarn.

With respect to textiles, however, conditions are less serious, because the factories are more generally self-supporting and less dependent upon imported materials. There are more plants for making textile yarn than for hosiery yarns, and as they are generally associated with weaving machines under the same management, the want of balance which exists in connection with the knitting of hosiery is not so marked. In Australia there are approximately 22 textile factories, of which 11 are in Victoria.

Local Factories Import Wool-Spinning Machinery.

The proprietors of knitting factories throughout Australia are doing their utmost to meet the shortage of hosiery yarn, either by means of importation or by spinning it themselves, for which latter purpose they must make or import expensive machinery. One firm is extending its carding and spinning plant as fast as it can import and manufacture machinery, and it is expected that by the end of 1918 they will be able to manufacture all their requirements of yarn. In connection with another mill a scouring, combing, and spinning plant has been built but is not yet completely equipped, and the firm is at present negotiating for the delivery of machinery. In these mills it is proposed to treat wool from the fleece stage until it becomes yarn. Another firm is contemplating the manufacture of yarn in a suburb of Melbourne. This firm is considering purchasing from a firm in England a plant capable of producing about 20,000 pounds of yarn a week, and representations are being made to the Commonwealth Government with a view to securing shipping space. Some of the machinery for this plant has arrived from the United States, but nothing can be done until the English machinery comes.

A strange anomaly exists in that while manufacturers are making every effort to secure carding machines, carded wool in the form of wool tops is being exported from Australia to Japan. In the past the industry has been encouraged by an export bounty on wool tops, but this payment has now been discontinued. When wool-spinning machinery is available in Australia, the question of preventing the export of wool tops will have to be considered, but as the price now being obtained is based on the Bradford parity, which is, of course, abnormally high, the opposition to the restriction of exports is likely to be very strong.

EFFECT OF WAR ON CHUNGKING'S EXPORT OF BRISTLES.

[Consul G. C. Hanson, Chungking, China, June 25.]

Bristles have been exported from Chungking in considerable quantities for many years, and just prior to the outbreak of the war in Europe the trade was increasing to a gratifying extent, the export of 21,359 hundredweight of 100 pounds each in 1914 being the record. The export totals for the last five years follow: 1913, 20,473 hundredweight; 1914, 21,359; 1915, 21,271; 1916, 16,235; and 1917, 15,652 hundredweight.

It will be seen that as the war progressed, exports of bristles declined. Besides the obstacles encountered in attempting to secure ocean shipping space and the disappearance of the German market, factors that had a bad effect on the trade, internal political troubles, and brigandage largely prevented, in 1916 and 1917, shipments of unprepared bristles from interior points to Chungking, where they are dressed for the foreign market.

There are a number of establishments in Chungking where bristles are prepared for direct export under foreign supervision. Bristles are one of the few exports that are shipped direct from Chungking abroad.

[The names of Chungking firms engaged in the export of bristles can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 104937.]

RAILWAY DEVELOPMENT IN CENTRAL AFRICA.

[Vice Consul Charles J. Pisar, Cape Town, June 27.]

Although railway development in Central Africa has been considerably retarded by the present war, the construction of certain sections has been continued until two long routes, by rail and steamer, are now complete.

The West-East route from the mouth of the Kongo River to Dar-es-Salaam was finished by the opening, in 1915, of the Kabalo-Albertville Railway from the Kongo River to Lake Tanganyika. The spinal route from Cape Town to the Kongo River was completed in the latter part of 1917 by opening traffic on the section connecting Tshilonga to Sankishia.

Route of Cape-to-Cairo Railroad.

It was the original intention to carry what is popularly called the Cape-to-Cairo Railway to the southern end of Lake Tanganyika and thence through German territory to Uganda. But this proposal was defeated and the line has been carried into the Katanga district of the Belgian Kongo. The railhead for some time has been Tshilonga, about 200 miles north of Elizabethville, leaving a gap until the railway commenced again at Sankishia and continued until Bukama was reached. This gap has now been closed, and its importance may be realized. From Cape Town to Bukama it is now possible to proceed 2,700 miles by a through train without changing carriages.

Bukama is situated on the Lualaba River, the main tributary of the upper Kongo, and this place will be the distributing center for goods from South Africa to the vast territories of Central Africa.

The completion of the railway between Tshilonga and Sankishia has brought Cape Town and Dar-es-Salaam, on the east coast of Africa, into an almost continuous rail communication. The only exceptions are the 400 miles from Bukama to Kabalo, connected by river steamers plying on the Kongo River, and the 60 miles across Lake Tanganyika from Albertville to Ujiji.

Above Kabalo, the terminus of the railway to Albertville, is Kongolo where commences the first of the three links that skirt the rapids of the Kongo River. This line which is 200 miles in length and terminates at Kindu, was built to avoid the Nyangwe cataracts. Navigation is again possible for about 200 miles to Ponthierville. A railway, 75 miles long, from here to Stanleyville avoids the rapids, ending in the Stanley Falls. From this latter river port there is steamer communication for a distance of 1,000 miles, to Stanley Pool. Three cities, in close proximity to each other, are located on the Pool—Leopoldville and Kinshasa, in Belgian Kongo, and Brazzaville, in French Kongo. To avoid the cataracts in the Kongo below the pool, a railroad, 260 miles long, has been built from Kinshasa through Leopoldville to Matadi whence, to the mouth of the Kongo, the river is navigable by ocean going steamers.

Importance of Benguella Railway.

A railway that is of particular interest from an economic standpoint is the Benguella Railway from Lobito Bay, in Angola, on the west coast of Africa. This railway is now open for 325 miles, and earthworks have been completed for another 75 miles, but construction has had to be suspended through the difficulty in obtaining per-

manent-way material. This road, however, has been surveyed as far as the Cape Town-Bukama Railway, a distance of 1,160 miles.

The gauge of the completed line will be 3 feet 6 inches. It will be located along the watershed, dividing the tributaries of the Kongo River from those of the Zambesi, and will join the Cape Town-Bukama line about 90 miles north of Elizabethville, Belgian Kongo. This will give an Atlantic outlet to the rich mineral fields of Katanga, which are being actively exploited. At present these minerals are carried to Beira in Mozambique, and from there shipped to Europe. This railway will considerably shorten the overland route besides reducing the ocean voyage by approximately 3,000 miles.

Other Important Railways Completed or Contemplated.

There are several smaller railways, completed or in course of construction, although work thereon has been retarded, that are of considerable economic importance in opening up new fields, and tapping new sources of trade. None of these, however, make any direct connection with the railways of the Union of South Africa.

Among projected railways, it is proposed to build a line from Stanleyville, on the Kongo River, to Mahaji on Lake Albert. Another scheme is to continue the line from Bukama between the Sankuru and Kasai Rivers to Leopoldville in order to open up the rich rubber-producing area of the Belgian Kongo. These lines are, however, only contemplated, whereas all the others mentioned have been or soon will be constructed. All are of the 3 foot 6 inch gauge, which permits of through traffic from the Union of South Africa to these territories. The traffic between the Union and Rhodesia and the Belgian Kongo has greatly increased within recent years, and the further penetration of Central Africa will no doubt produce economic and other changes of a far-reaching nature.

NEW AMERICAN COMMERCIAL ATTACHÉ FOR BRAZIL.

Mr. J. E. Philippi, of New York City, has been appointed American commercial attaché at Rio de Janeiro and is preparing to leave in the near future for the Brazilian post. The position of commercial attaché in Brazil is considered of special importance at this time when the relations between the two countries are becoming more cordial every day as a result of the common interest in the outcome of the war.

Mr. Philippi has been engaged in business in Latin America for 17 years and speaks Portuguese and Spanish fluently. For the last three years he has been the South American representative of a prominent New York concern, during which time he has devoted particular attention to Brazil.

BIDS DESIRED FOR CONSTRUCTION IN ECUADOR

The Ecuadorian consul general at New York states that tenders are desired for the construction of a municipal building at Guayaquil. The bids must be in perfect accordance with the plans and general specifications, copies of which will be supplied to the bidders by the consul general at 17 Battery Place, New York.

INCREASED COST OF LIVING IN SOUTH AFRICA.

The increase in the cost of living in South Africa is shown by the following statement from the Johannesburg Chamber of Commerce report, which gives the prewar and present retail prices of foodstuffs, etc., in Capetown, Port Elizabeth, Johannesburg, and Durban, where the per cent of increase was 36, 32, 25, and 39, respectively:

Articles.	Capetown.		Port Elizabeth.		Johannesburg.		Durban.	
	Prewar.	Present.	Prewar.	Present.	Prewar.	Present.	Prewar.	Present.
Bread.....2-pound loaf.	\$0.12	\$0.13-\$0.16	\$0.10	\$0.16	\$0.12	\$0.16	\$0.08	\$0.14
Butter.....pound.	.36	.42-.54	.42	\$0.28-.48	.42	\$0.42-.54	.40	.46
Coffee, ground or mixed, pound.	.34	.26-.42	.35	.28-.48	.36	.36-.48	.34	\$0.36-.44
Eggs.....dozen.	.51	.60-.78	.60	.60-.72	.66	.48-.96	.49	.96-1.08
Fish, fresh.....pound.	.10	.10	.07	.08	.12	.14	.12	.12
Flour, wheaten, 25 pounds	1.25	1.62-2.04	1.25	1.62-2.10	1.66	1.80-2.40	1.20	2.10-2.28
Jam.....28-ounce tin.	.22	.24-.32	.20	.22-.28	.23	.28-.36	.19	.24-.31
Meats:								
Bacon.....pound.	.36	.36-.52	.32	.44-.48	.39	.46-.54	.35	.44-.48
Ham.....do.		.51-.54		.44-.48		.48-.54		.46-.48
Beef.....do.	.15	.14-.20	.16	.16-.24	.16	.14-.20	.16	.18-.24
Mutton.....do.	.15	.14-.22	.15	.16-.20	.16	.16-.20	.17	.20-.28
Pork.....do.		.20-.24		.16-.22		.24		.22
Milk:								
Fresh.....pint.	.06	.07	.06	.06	.06	.07-.08	.06	.07
Condensed, 14-ounce tin.	.13	.22-.26	.12	.25-.30	.14	.26-.28	.14	.24-.26
Oatmeal:								
South African, pound.	.07	.08-.14	.07	.11-.16	.09	.11-.15	.07	.12-.16
Imported.....pound.	.07	.10-.18	.07	.18-.20	.09	.14-.20	.07	.18
Rollad oats:								
South African, do.	.07	.09-.13	.07	.10-.13	.09	.09-.15	.07	.10-.13
Imported.....do.	.07	.11-.15	.07	.15-.16	.09	.12-.15	.07	.12-.16
Potatoes.....12 pounds.	.26	.42-.48	.19	.24-.48	.26	.28-.42	.24	.36-.44
Rice.....pound.	.05	.06-.09	.05	.08-.10	.07	.03-.16	.05	.06-.12
Sugar.....do.	.05	.07-.09	.05	.09	.06	.09	.05	.08
Sirup, golden.....do.	.08	.13-.16	.08	.14-.18	.09	.12-.15	.07	.14-.16
Tea:								
South African, do.				.36-.48		.24-.42		.26-.38
Imported.....do.	.50	.38-.48	.50	.48-.66	.54	.48-.84	.46	.46-.54
Candles.....do.	.11	.19-.26	.12	.24-.32	.12	.26-.30	.13	.20-.26
Coal, bag of 200 pounds.	.96	.76-1.04	.72	.68-.84	.48	.48-.54	.72	.72
Paraffin, case of 1 gallon.	2.22	3.84-4.26	2.28	4.20-4.56	3.22	4.28-5.16	2.16	3.84-4.08
Soap, household pound.		.13-.20		.12-.16		.13-.18		.12-.15
Household sundries, per month.	7.32	10.08	7.32	10.08	7.32	10.08	7.32	10.08
Clothing, including boots and shoes.	19.47	34.06	19.47	34.06	19.47	34.06	19.47	34.06
Estimated expenditure of a family of five on above articles.	66.02	94.17	65.58	93.40	67.69	93.74	64.58	97.55
Rent.....do.	19.47	21.72	20.68	21.66	31.63	30.25	23.12	24.43

BLAIRGOWRIE FRUIT CROP.

[Consul H. Abert Johnson, Dundee, Scotland, July 31.]

The strawberry harvest at Blairgowrie, which was, it is stated, poor on account of the prolonged drought, is now completed, and raspberry picking is in full swing. During the past week 277 tons of fruit were shipped from Blairgowrie station, as against 29 tons for the corresponding week of last year, 20 tons in 1916, 280 tons in 1915, 230 tons in 1914, and a record for any week in July, 915 tons in 1910. In addition to the amount of fruit shipped, a large tonnage has been dealt with at the new pulping works at Blairgowrie, erected by Messrs. Keiller & Sons, preserve manufactures of Dundee. The total gross weight of raspberries dispatched this season up to date is 462 tons.

BIRMINGHAM ELECTRIC SUPPLY PROJECT.

[Consul E. Haldeman Dennison, Birmingham, England, Aug. 1.]

The Birmingham city council has just approved a project for a very large expenditure in electric supply equipment. The new scheme provides for the construction of a permanent generating station at Nechells. The estimated cost of the building and equipment of the station up to an initial capacity of 30,000 kilowatts is £1,338,710 (\$6,514,832), including £58,260 (\$283,522) already spent, and the cost of the linking up mains between Nechells and Smethwick and the mains and substation equipment is estimated at £287,430 (\$1,398,778), making a grand total of £1,626,140 (\$7,913,610). Though the scheme involves such a considerable sum of money, the position is one of extreme urgency. It is recognized that in a great industrial center such as Birmingham not only during the war, but afterwards, electrical current will be in much greater demand. In 1913 the municipal authorities had authorized an expenditure of £280,000 (\$1,362,620) for the construction and equipment of a generating station at Nechells, and when the war broke out the erection of that station was in progress, but the Government declined to allow its completion. A temporary station was therefore sanctioned in 1915. This was insufficient, and the additional plant since provided has also been found inadequate. The need for more power to satisfy the requirements has constantly increased and has put an enormous strain upon resources.

PROVISIONS OF THE CUBAN CLOSING LAW.

[George A. Makinson, consular assistant, Cardenas, Aug. 6.]

The "closing law" recently signed by President Menocal became effective for the Republic of Cuba on August 1, 1918, and provides that all stores, warehouses, shops, etc., situated in municipalities of the first class will close and cease work at 6 p. m. on week days. On Sundays and holidays all activity in them is prohibited. Retail food stores will close at 8 p. m. on week days and at 10 p. m. on Sundays. Barber shops will remain open until 7 p. m. on Mondays and Fridays and until 11 p. m. on Saturdays, but will not be permitted to sell perfumes or other articles while general stores are closed. They will remain closed on Sundays and holidays except where a holiday immediately precedes or follows a Sunday, in which case they may remain open the day before or the day after the affected Sunday.

In all stores and workshops affected by the new law clerks and other employees may voluntarily remain at their posts one hour after closing time for the purpose of balancing books, arranging stocks, and janitoring, but shall maintain no communication with the public.

Swiss Trade in Window Glass.

The imports of window glass into Switzerland during 1917 were valued at \$600,000, Germany and Austria supplying about \$290,000 worth each and the remainder coming from Belgium. The exports were valued at about \$510,000, of which \$148,000 worth went to France and the remainder to Great Britain and Italy.

PREPARATIONS IN JAPAN FOR POST-WAR EXPORT BUSINESS.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 12.]

Five thousand circulars have just been mailed to all parts of the world telling of a new foreign-trade bureau that has been formed by the city of Yokohama. This bureau is a municipal institution, which will be the forerunner of a great commercial museum to be built in that city in the near future. This new bureau will be housed in the city office building, and here samples will be displayed and information regarding goods for export and import may be obtained.

Mr. M. Kigo, director of the new bureau, states that the business to be transacted is as follows:

1. Investigation of foreign trade in Japan and related business activities.

2. Collection and exhibits of the following goods:

- (a) Export and import goods and samples of Yokohama products.

- (b) Samples and specimens from oversea markets and materials to judge manners, customs, tastes, or life of all nations.

- (c) Catalogues, papers, magazines, and other printed matter relating to foreign trade.

3. Introductions and assistance in developing trade.

4. Consultation as to suitable design in goods and advertising by special experts.

5. Information on all inquiries and translation of unfamiliar languages.

6. Opening of occasional special exhibitions and lectures for the study of merchandise.

Industrial Commissioners Abroad—Sample Exhibits in South America.

A memorandum has just been presented to the Government by the Yokohama Chamber of Commerce calling upon it to dispatch industrial or technical commissioners abroad to study industry in many of the important manufacturing centers of the world. It is stated that Japan's industry is not yet satisfactorily developed and that after the war it will be backward in the industrial race unless some precautions are taken to increase the effectiveness and efficiency of manufacturing in this country.

Another feature of the preparations being made by Japan for after-the-war business is that relating to the exhibition of samples of the products of Japan in different countries. The first exhibition of this kind will be held in Montevideo, Uruguay, South America, from June, 1919, to December of the same year. It is stated that the following branches of industry will be represented in various forms: Agricultural products in general, electrical, steam, oil, and other machinery and supplies of all kinds, surgical instruments, musical instruments, wines, liquors, soft drinks, sporting goods, and aviation supplies. It is said that afterwards other exhibits may be opened in Rio de Janeiro, Brazil, and in Buenos Aires, Argentina.

New Nitrogen Laboratory—Branches of Exchange Banks for Nagoya.

It has been announced by the Department of Agriculture and Commerce that they have decided to erect a nitrogen plant at Sugamo, near Tokyo. The plan was drafted by the Government last year with

a view to extracting nitrogen from the air to such an extent that Japan would be able to manufacture enough for her chemical, explosive, and fertilizer industries. Although the new laboratory will not be finished until March next, the plans were put in motion and arrangements made for it to be a part of the Government Industrial Laboratory at Tokyo, while the staff also was appointed. The equipment will consist of a general laboratory room, electrical plants, hydro nitrogen plants, engine rooms, gas tanks, refining plant, ammunition plant, and other necessary apparatus.

One of the plans of the chamber of commerce of Nagoya to increase exports and imports of the city is to endeavor to have established in Nagoya branch offices of the Yokohama Specie Bank, the Taiwan Bank, and other exchange banks. Meanwhile, they have commenced the investigation of foreign drafts which have been drawn by the people of Nagoya. It is said that almost all of the goods imported from abroad and exported from Nagoya are forwarded through Yokohama, Kobe, or Osaka, and that the amount of drafts which are drawn at the banks at Nagoya is very small, standing always at less than 40 per cent of the whole amount, while the rest are all drawn through the above banks in other cities, which accounts for the smaller trade figures.

Inspection of Silk Crêpe and Kabe-Chirimen.

Up to the present there has been no inspection of silk crêpe and kabe for export. Having lately observed that these silks have had a tendency to be manufactured so coarsely that exporters received many claims from abroad, the Department of Commerce and Agriculture has announced that from July 1 the Kanagawa Government (Yokohama prefecture) will start the conditioning of all crêpes for export purposes.

These silk stuffs have been assuming a growing importance in export markets. Last year the export of crêpes amounted to 4,067,895 yards, valued at 4,901,820 yen (\$2,440,837), which was an increase of nearly 100 per cent over the previous year. This year business has been very good also, having reached a total of 2,565,404 yards, valued at 3,496,904 yen (\$1,741,458) at the end of April, compared with a total of 976,011 yards, valued at 1,095,824 yen (\$545,720) for the corresponding period of 1917.

AMERICAN BRANCH HOUSE AT ROSARIO.

[Consul Wilbert L. Bonney, Rosario, Argentina, July 5.]

The most important event in relation to American commerce that has occurred at Rosario for many years is the inauguration of the branch of the International Harvester Corporation under its own name in the old quarters of Hasenclever & Co. The American company purchased the agency, lease, and business of Hasenclever & Co. and has made repairs and extensions to suit its contemplated expansion of the business. The firm of Messrs. Hasenclever & Co. was a pioneer in introducing American agricultural and especially harvesting machinery into northern Argentina. It is said the business of that company in northern Argentina amounted to more than \$2,000,000, United States currency, per annum. Recently its business has suffered considerably by reason of its enemy status, and it has been obliged to retire.

DECREASED GOLD PRODUCTION IN CHOSEN.

[Excerpt from Seoul Press transmitted by Consul General Ransford S. Miller, Seoul.]

The output of gold from mines in Chosen is steadily on the decrease since last year. The decrease is more marked this year, the total output obtained during the first six months being only 3,200,000 yen (\$1,593,000), or a decrease of 600,000 yen as compared with the first half of last year. It may seem that the rate of decrease is not very big, but the fact is that it is witnessed principally with regard to the output from mines managed by Japanese and Koreans, as big mines managed by foreigners, such as the Unsan, Suan, and Chiksan mines, are maintaining their usual rate. The output of gold from the Unsan, Suan, and Chiksan mines accounts for 60 per cent of the total output throughout the peninsula. This means that the gold from these three mines during the first six months of last year amounted in value to 2,280,000 yen, and that from mines managed by Japanese and Koreans to 1,500,000 yen. Consequently a decrease of 600,000 yen on 1,500,000 yen is by no means small.

This decrease may be accounted for by the abnormal rise in the price of chemicals and materials necessary for carrying out mining undertakings, including dynamite, quicksilver, etc., and by the dearth of hands due to the prosperous condition of commerce and industry in the peninsula; also by the rise in wages. In spite of the great increase in expenditure, the price of gold maintains the same level as that for many years past, viz, 5 yen (\$2.50) a momme (0.1325 ounce), and this has made it impossible for owners of small mines to carry on the undertaking with profit, resulting in the closing down of no small number of mines. The Kuhara and Fujita firms have, however, been buying gold ore and exporting it to Japan. Taking this into account, it may be that the output of gold has not decreased so much as it appears, but at any rate gold refined in Chosen has remarkably decreased. It is thought that, unless the price of commodities, as well as wages, drops considerably, gold mining in Chosen will not recover its former prosperous condition.

POPULATION OF THE CANAL ZONE.

[Consul Julius D. Dreher, Colon, Panama, Aug. 1.]

A census of the Canal Zone taken by the police and fire division as of June 30, 1918, shows a total civilian population of 21,707, which is a decrease of 1,588 as compared with the population a year ago. Of the total population 2,827 American men and 7,074 men of other nationalities (chiefly British West Indian negroes) are employed by The Panama Canal and Railroad. There are in the Canal Zone 1,776 American women and 2,040 American children and 3,073 women and 4,102 children of other nationalities. Of the 1,588 decrease in population 757 are Americans and 831 of other nationalities.

MONCTON LINEN MILL IN OPERATION.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Aug. 14.]

The plant of the Maritime Linen Mills (Ltd.) recently established in this city, of which mention was made in COMMERCE REPORTS of May 18, last, is now in operation, producing chiefly towels and toweling from 36 looms.

IMPROVED CONDITIONS AT ROSARIO.

[Consul Wilbert L. Bonney, Rosario, Argentina, July 5.]

A certain degree of recovery from the long-continued depression in northern Argentina is apparent. The declared exports from Rosario to the United States for the first six months of the calendar year 1918 amounted to \$3,649,620 in United States currency, compared with only \$424,660 for the corresponding six months of 1917. The exports thus far this year consist almost entirely of linseed.

The receipts of the customhouse at Rosario for the six months amounted to \$1,442,197, which is almost the same amount that was collected during the entire calendar year 1917 (\$1,448,300), indicating a largely increased importation direct to Rosario this year.

For the fiscal year ended June 30, 1918, the gross traffic revenues of the five leading railways of the Rosario district show an increase of 15 per cent over the preceding year.

Although business conditions as a whole are much below normal, the tendency is now in the right direction. Some movement is noted in farm lands and colonization. It may be said that the business outlook, in spite of some disconcerting factors, is now better than at any time during the last three years.

REGULATIONS GOVERNING SLAUGHTER OF CATTLE IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 1.]

By Decree No. 13,054, of June 5, 1918, the President of Brazil has promulgated further regulations governing the slaughtering of cattle suitable for breeding, as previously regulated by Decree No. 13,026 of May 15, 1918 [noted in *COMMERCE REPORTS* for July 1, 1918].

During the period of the war it is forbidden to slaughter cattle less than eight years of age suitable for breeding, and a fine of 100 milreis (about \$25 in American currency) per head is provided for all infractions of this regulation.

All persons, however, are exempted from this fine, who prove to the satisfaction of the Federal inspectors, or of the State or municipal authorities duly authorized for the purpose by the Minister of Agriculture, that the animals that they have slaughtered were sterile, or were not fitted on account of some defect for breeding purposes.

All slaughterhouses and jerked-beef establishments that are not served by Federal, State, or municipal meat inspectors are obliged to request the appointment of such officials, and hide-inspection certificates will be refused to all establishments that do not have this service.

RAILWAY CONCESSION SOLICITED IN NORTHERN ARGENTINA.

[Consul Wilbert L. Bonney, Rosario, July 9.]

The firm of Juan B. Lalucat & Co., Calle 25 de Mayo 81, Buenos Aires, has renewed its petition to the Federal Government for a concession for the construction of about 180 miles of railway to extend from Malabrigo, a point on the French railway system in the Province of Santa Fe, near the quebracho district, in a general north-westerly direction to Añatuya, a junction on the State railway system in the Province of Santiago del Estero.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **district and cooperative offices**. Request for each opportunity should be on a separate sheet and **state opportunity number**. The **Bureau** does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobiles.....	27351	Hardware.....	27351
Roots and shoes.....	27351	Iron.....	27351
Clothing.....	27351	Machinery.....	27351
Drugs and chemicals.....	27350, 27351	Office supplies.....	27351
Dyes.....	27347	Oils.....	27350, 27351
Electrical apparatus.....	27349	Stationery.....	27350, 27353
Foodstuffs.....	27351	Typewriters.....	27351
Furniture.....	27351	Wire.....	27349, 27251
Glass.....	27350		

27347.†—A consular officer of a foreign country desires to get in communication with manufactures of rings for incandescent mantles. Catalogues are requested.

27343.*—A firm in Slam desires the sole agency for aniline dyes similar to those formerly imported from Germany in large quantities. Cash will be paid against documents through the firm's agent in New York. Samples of the dyes, showing the method of packing, etc., may be examined at the Bureau or its district offices. Reference. Refer to file No. 103894.

27349.*—A company in India wishes to purchase 500 220-volt direct current three or four blade ceiling fans, 5,000 32-candlepower metallic filament lamps, 5,000 lamp sockets, 6,000 switches, 5,000 fuseless ceiling rosettes, and 9,000 line fuse boxes, all of 220 volt; 30 miles No. 18 rubber-covered copper wire, 20 miles No. 16 rubber-covered copper wire, 4 miles No. 7/20 rubber-covered copper cable, and one mile of flexible lamp cord. Terms, cash against shipping documents. Reference.

27350.*—A manager of a business house in Australia, who is about to visit the United States, desires to get in communication with manufacturers of dry colors such as chromes, blues, greens, reds, etc.; writing, news, printing, wrapping, and greaseproof papers; plate and sheet glass; cream tartar; tartaric acid; citric acid; bicarbonate and caustic sodas; boric acid; cocoa butter; cotton unfinished and sewing twine; dextrine; gums; cottonseed oil; cod and all fish oils; shop twines; and canned fish of all kinds.

27351.*—A firm in Chile desires to purchase foodstuffs, machinery, hardware, clothing, boots, shoes, liquors, drugs, galvanized iron for buildings, black and galvanized smooth fence wire, steel posts, mineral oils, and soft coal. An agency is also desired for automobiles, office supplies and furniture, typewriters, marine and fire insurance, steamships, and sheep dip. Correspondence may be in English. Reference.

27352.*—A firm in India desires to purchase and to secure agencies for all grades of whisky, preferably malt or grain spirit, with strength 17 to 20 overproof in bulk. Should be put up in kegs and in cases of one dozen quarts or two dozen pints wrapped in straw. Reference.

27353.*—A company in Italy desires to purchase lead pencils, copying pencils, steel pens, penholders, and general stationery. Catalogues and samples are requested. Correspondence may be in English. References.

27354.*—A man in Canada wishes to purchase tubs for washing machines. Correspondence may be in English. Reference will be furnished.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

COMMERCE REPORTS



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ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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CONTENTS.

	Page.		Page.
Export of sugar, wheat, and wheat products to Canada.....	705	Exports of castor oil from Tientsin.....	713
Government aid for British dye industry.....	705	Japan-American war trade.....	714
Export products of Puerto Cabello district.....	706	Three months' exports from Glasgow to United States.....	715
Exports of goatskins from Chungking.....	707	Increased charges for Glasgow electricity.....	716
German rice mill in Siam sold.....	707	Trade in liquors in Straits Settlements.....	716
The motor industry in Australia.....	708	Output of salt in Chosen.....	717
To manufacture coconut and palm oil in Colon.....	709	New trading places in Manchuria and Mongolia.....	717
Dundee textile trade.....	710	Status of the port of Wanhhsien.....	718
Flax demonstration held in Canada.....	711	Decreased imports of leather belting into Japan.....	718
Control of camphor production in Taiwan.....	711	Japanese fertilizer industry.....	718
American purchases from Monterey for half year.....	712	Demand for motor boats in Denmark.....	719
New Brunswick-Prince Edward Island direct telephone.....	712	Motor cars in New Zealand.....	719
Indian trade commissioner in London.....	713	Japanese loan for construction of Kirin-Hollyong Railway.....	719
		Increasing trade in Japanese tobacco.....	720
		Proposals for Government supplies and construction.....	720

EXPORT OF SUGAR, WHEAT, AND WHEAT PRODUCTS TO CANADA.

The War Trade Board, after consultation with the Food Administration, announces in a new ruling (W. T. B. R. 207) the withdrawal of the authority heretofore extended to collectors of customs to license the exportation to Canada of small quantities of sugar, wheat, and wheat products involved in retail border traffic.

Collectors of customs are still authorized to license, in their discretion, for export to Canada, small quantities of foodstuffs and feedstuffs, other than those specified above, when such exportation involves merely border traffic on a small scale by persons living near the border, such as that arising out of customary retail purchases for their own needs.

Hereafter no shipments of sugar, wheat, and products of wheat, no matter in what quantity, may be exported to Canada without the issuance of an individual export license by the War Trade Board.

GOVERNMENT AID FOR BRITISH DYE INDUSTRY.

[Consul Hunter Sharp, Belfast, Ireland, July 27.]

At a meeting in committee of the House of Commons on July 25, 1918, a vote on the supplementary estimates for the Board of Trade of £1,000,000 (\$4,866,500), the first installment of an advance for the development of the British dye industry, was agreed to. The object of this advance is to establish the dye industry on a sound basis within a reasonable time of the cessation of hostilities.

The assistance of the Government, which was proposed toward this object, would take the form of a loan at a fair rate of interest, a contribution toward the cost of extensions of products, and a contribution in aid of research.

Those securing the advantage of the loan would be placed under a definite obligation to manufacture that range of dyes which could

not at present be produced on a commercial basis, but which were essential to be produced in the national interests. The loans granted would be about 40 per cent of the total amount invested in these undertakings, and the Board of Trade would have the right of interference if any complaint was made regarding unduly high prices charged for products.

EXPORT PRODUCTS OF PUERTO CABELLO DISTRICT.

[Consul Frank Anderson Henry, Puerto Cabello, Venezuela, Aug. 1.]

As a considerable proportion of the letters received by this consulate are inquiries for different articles that are exported from here or are thought to be exported, it is believed that a brief statement as to what products this district has for export or is likely to have in the near future might be of interest to American importers.

Puerto Cabello is one of the important export points for Venezuelan products, furnishing about 20 per cent of the total. It owes its importance chiefly to an excellent harbor, where ships up to nearly 10,000 tons can lie alongside of the wharves in safety. It has usually held third place in the value of Venezuelan exports, coming after Maracaibo and La Guaira. It is connected by rail with Valencia and by boat and rail with Barquisimeto, two of Venezuela's leading interior cities, and receives shipments by coastwise trade from various parts of the Republic. It is the principal port of the country in shipments of hides and skins, the second in coffee, and the third in cocoa. In addition, all the exports of frozen meat and copper ore are credited to it, although in the latter case actual loading takes place at Tucacas, the seaboard terminus of the railway from the mines at Aroa.

Products Shipped.

The principal exports from Puerto Cabello consist of coffee, cacao, hides and skins, frozen meat, copper ore and matte, and sugar. The total average value of exports for the three years ended 1917 amounted to \$5,285,500, made up as follows: Coffee, 54.7 per cent; cacao 13.3 per cent; hides and skins (cattle, goat, and deer), 12.3 per cent; copper ore and matte, 7.4 per cent; frozen meat, 6.5 per cent; sugar, 2.6 per cent; and the remainder, made up of such articles as cottonseed products, fertilizer and other animal by-products, shells, woods, leather, beans, corn, and castor seeds. In the case of the last three, war conditions have stimulated production sufficiently to leave a surplus for export and larger amounts should be available this year.

Coffee exceeds all other exports combined, but it is of even greater relative importance than the percentage of 54.7 per cent would indicate, for during the years under consideration shipments have been curtailed and coffee prices have been far lower than the average. Perhaps the year 1912, when coffee furnished 79 per cent of the export values, present a more accurate illustration of the importance of this article.

Increased Purchases by United States.

In 1913 the United States took only 12 per cent of the exports of this port, increasing to about 37 per cent in the years 1915 and 1916. The only reason that it does not take an even greater propor-

tion is that Venezuelan coffee does not as a rule command as profitable prices in the American market as in the European.

The greater part of the exports to the United States are sent on consignment to houses in New York, which do both an import and export business and have long-established local connections. Occasionally, however, sales are made in advance. While it is always possible for new firms to enter this market, letters of a general character merely stating that an American house is interested in the products of Venezuela, and prepared to do business, are not usually sufficient to produce results.

Most of the principal export houses are located in this port, though there are a few in the interior at Valencia and Barquisimeto, and also in Coro. The latter place exports through a small port of its own, La Vela de Coro, the chief products being goatskins, goat manure, and divi-divi. The total export business of the port amounts to less than 10 per cent of that of Puerto Cabello.

[A list of the more important firms exporting from the Puerto Cabello district can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 105016.]

EXPORTS OF GOATSKINS FROM CHUNGKING.

[Consul G. C. Hanson, Chungking, China, June 25.]

From an export of 590,528 pieces of untanned goatskins in 1903, Chungking's trade in this article gradually expanded, until in 1916 2,342,852 pieces were exported. The export figures for the last five years follow: 1913, 1,562,857 pieces; 1914, 1,032,944; 1915, 1,933,011; 1916, 2,342,852; and 1917, 1,088,035 pieces.

Since the outbreak of the war in Europe local importers of cotton yarn have taken advantage of the exports of goatskins to Shanghai to finance their purchases there of yarn intended for West China. In 1916 there was a big demand for goatskins in the United States in order to fulfill contracts placed by the allied Governments. Prices advanced enormously, being at one time three times as high as in 1915, and on the average at least double as high. During the first three months of 1917 speculative buying continued and prices increased to four times the normal level. The American market evidently became overstocked. This factor, coupled with the uncertain conditions resulting from America's entrance into the war and the fear of possible price regulation, caused an absence of demand and a heavy fall in prices at the end of 1917. Hence the exports during 1917 fell below the figures for 1915, and many local dealers who had bought with the idea that the unprecedented demand would continue were hit heavily. Political troubles had a deterrent effect on the export of skins toward the end of 1917.

Goatskins from Chungking are prepared for the foreign markets and for transshipment abroad at Hankow.

German Rice Mill in Siam Sold.

The German rice mill property in Bangkok, Siam, known as the "Markwald Rice Mill," has been sold by the Siamese custodian of enemy property for \$260,850 to a Chinese firm.

THE MOTOR INDUSTRY IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, July 12.]

The motor industry in Australia, like most industries, has been affected by the war. Whereas during the war period imports of cars from other countries have been steadily declining through shipping troubles, the making of motor bodies has received an enormous impetus, which has resulted in largely increased production. The time when Australia will become self-supporting in her motor-car industry is apparently quite distant, but the foundations of it have been laid in the body-building industry.

A year ago manufacturers in Australia were turning out 2,500 motor bodies a year. This year there will be more than twice that number, and next year, if present conditions continue, there should be at least 10,000 bodies made in Australia. In 1917 the Commonwealth Luxuries Board declared motor-car bodies to be a luxury and their importation was prohibited. After negotiation with the trade the Government, recognizing that the production of 2,500 bodies a year could not be speeded up to 10,000 in a few months, allowed one foreign body to enter the Commonwealth for three chassis imported. Importations are now going on upon this basis, but it is hoped that in another year there will be no necessity for the importation of foreign bodies.

Decreased Imports of Chassis—Local Factories.

Practically every motor car in use in Australia was imported. Efforts have been made from time to time to build a complete car in the Commonwealth, but so far they have met with failure. This is not altogether the fault of Australian mechanics, but is principally because of the small population and the former preference for imported cars. The cars that were built were good, but there was not sufficient demand for them. Special steels had to be imported, and the competition of imported chassis which came in either duty free or at a very low rate was too great to be met. During the past five years the importation of cars has fallen off. In 1914 chassis were imported to the value of £1,349,875 (\$6,569,166). In 1916, before the pressure of war conditions had been very much felt, this figure increased to £1,426,141 (\$6,940,315). Plentiful supplies were then coming in from the United States. Since the entry of America into the war the imports from that country have decreased. In 1917 the total imports of chassis amounted to £843,805 (\$4,106,377), and a further decrease will be shown in the figures for 1918. Very few British chassis have been entering the Commonwealth during the past few years. In 1916 British imports were valued at £102,362 (\$498,145), and in 1917 they decreased to £34,819 (\$169,447). In 1916 American chassis imports amounted to £975,877 (\$4,749,106) and those from Canada to £256,239 (\$1,246,987). In 1917 American chassis imports dropped to £617,322 (\$3,004,198) and Canadian to £170,440 (\$829,446). Imports of cars from other countries were inconsiderable.

In Adelaide a firm is turning out 2,000 bodies a year in a factory with a capacity for 6,000 with increased plant. A Melbourne firm is now turning out standardized bodies for a popular light car upon premises which will be capable of making 3,000 bodies yearly. A firm in Sydney will shortly begin operations on a large scale. These

factories are all using Australian timbers, and some have contracted with the Broken Hill Proprietary Co. for sheet steel from Newcastle works. In Victoria, Queensland maple and mountain ash are the woods generally used in body building. Australian bodies are built to suit local conditions, and the workmanship on them is good. The styles of bodies preferred in Australia are somewhat different from those in use in America.

Chassis Shortage Feared—Australian Car Makes Trial Trip.

Chassis generally arrive in Australia practically ready for the road. Usually the chassis is packed in a large case and needs, perhaps, only the wheels and steering gear to be assembled. In the case of one well-known car, however, the assembling has to be done in Australia, the chassis arriving in about 400 different pieces. During the past five years the firm which handles these cars in Victoria has equipped its shop with a running platform similar to that used in the factory. At this plant about 25 cars can be put together a day. On account of shipping conditions, a shortage in chassis is feared, and if this results the effect on the motor traffic will be serious. Motor cars and lorries have come into such general use that a return to horses will be difficult.

The first car manufactured entirely in New South Wales was run through from Sydney to Melbourne and back a few months ago and made good trips both ways. It was a light two-cylinder car and was to be sold at £190 (\$925). It is not known whether any attempt has been made to put this car on the market, but it is thought that a car of this type would find favor in this country.

TO MANUFACTURE COCONUT AND PALM OIL IN COLON.

[Consul Julius D. Dreher, Colon, Panama, Aug. 6.]

An American company with a capital of \$50,000 is constructing at Colon a two-story concrete building for manufacturing coconut and palm oils, soap, and their by-products, glycerin, caustic potash, carbonate of potash, soda, etc. It will be possible to make 1,500 gallons of coconut oil and 250 gallons of palm oil daily. The factory will also have a daily capacity to manufacture 500 boxes (60 pounds each) of laundry and toilet soaps. The company has two schooners for trading along the coast and bringing coconuts to the factory; and as coconuts were exported from Colon in 1917 to the number of 19,528,843, an ample supply of these nuts can be obtained for the factory the year round. Palm oil will be extracted from the nuts of the Guinea, Coroza Grande, and other palm trees growing in various parts of the Republic of Panama, as well as in the Canal Zone. It is proposed to make other vegetable oils, but in limited quantities. As the manager of this oil factory has had much experience in such work, and as the supply of raw material is ample and the demand for vegetable oils large, the new company should be quite successful in its operations in Colon.

[The address of the company can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 104987.]

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

DUNDEE TEXTILE TRADE.

[Consul H. Abert Johnson, Dundee, Scotland, July 31.]

The first regular jute market after the fortnight's holidays registered a scanty attendance, and the general business situation can not be said to have improved since the stoppage. The lack of cops for hessian weaving and of sacking chains has in no way been remedied, and business is not likely to take a turn for the better till more jute arrives and more spinning machinery is started. Both spinners and manufacturers are holding yarns and cloth until they know the advanced prices, which are being prepared.

It is asserted that jute-laden vessels are arriving by the half dozen at British ports and that in due course the fiber will be brought to Dundee. If so, the present unsatisfactory condition of the spinners will be to a certain extent ameliorated.

The strength of new crop jute for August-September shipment and the quotation for old crop firsts for August are in strange contrast. The former is lowest at \$119.60 f. o. b., and the latter is quoted at \$106.40. There are buyers of October-December shipment, but it is somewhat difficult to get offers to suit them. Old Hearts are to be had at \$79.20 and Lightnings at \$93.60. There is a great scarcity of offers of Daisee quality, and the accounts of crop are far from assuring. In fact, the crop news by cables is most disappointing. The crop is being damaged by too much water and too little sunshine.

Scarcity of Jute Yarns—Jute-Cloth Prices.

The buying of jute yarns is one of the insoluble problems of the day. Most of the manufacturers are unable to secure them. The looms which were running on Saturday and Monday have been stopped for some time, and it has not made a particle of difference. The situation is as tight as ever, if not worse.

The Government is in want of larger quantities of tent duck and has asked the makers to say how much they can deliver up till the end of the year. Paddings from stock yarns are being duly shipped.

Nominal prices for jute cloth continue and, it is claimed, will do so until sufficient data are available to permit arriving at fair and just prices. The continued increase of costs, including raw material, has hitherto barred progress, but now the way is clear. The rates nominally are as follows: For 11-porter, 10½-ounce, 40-inch hessians, 16½ cents; 10-porter, 10-ounce, 40-inch, 16 cents; 9½-ounce, 40-inch, 15 2/6 cents; 9-ounce, 40-inch, 14 4/6 cents; 8½-ounce, 40-inch, 14 cents; 8-ounce, 40-inch, 13 2/6 cents; 7½-ounce, 40-inch, 12 4/6 cents; 7-ounce, 40-inch, 12 cents; 6½-ounce, 40-inch, 11 2/6 cents; 6-ounce, 40-inch, 10 4/6 cents; mangled hessians, 17 to 18 cents; 7-porter, 16-ounce, 36-inch D. W. bagging, 9 shots, 22 11/12 cents; 10 shots, 23 1/24 cents; 8-porter, 16-ounce, 27-inch twilled sacking, 9 shots, 22 11/12 cents; 10-porter, 20-ounce, 28-inch, 11 shots, 29½ cents; 12-porter, 20-ounce, 28-inch, fine, 12 shots, 31½ cents; cropping to be charged at calendar tariff rates, plus 1½ per cent on value of cloth for waste.

Current Quotations on Jute—Yarn Sales.

Current f. o. b. quotations on jute are, first marks, August-September groups, \$119.60; first marks, August-September, actuals, \$120.80-\$122; Red SCO,

August-September, \$102.80-\$105.20; Black SCC, August-September, \$88.80-\$91.20; Green D group, August-September, \$278.40-\$283.20; Daisee 2, August-September, \$124.40; Daisee 2, August-September, 4 best, \$126.80; 5 Daccas, August-September, \$122-\$124.40; Diamond T 2 and 3, August-September, \$201.60; JG Lightning, August-September, \$98.40-\$102.80; Rejections, August-September, \$81.60; first marks, Government's, \$216; Daisee 2, warehouse, Government's, \$216.

Sales of jute yarn were recently made at the following prices:

Eight-pound cops, \$1.52; 8-pound bundle warp, \$1.56; 8-pound sacking chains, \$0.19½; 24-pound sacking cops, \$0.17½; 3-ply 8-pound twists, \$0.20½-\$0.20¾; 200-pound rove, \$295.20; 7-pound cops, \$1.62; 8-pound Rio warp, \$1.80; 9-pound cops, \$1.70; 8-pound spools, \$1.56; 24-pound Dutch cops, \$0.17½; 1-lea yarn, \$370.80-\$380.40; 6-ply 12-pound twist, \$0.19½; 96-pound chains, \$361.20-\$370.80; 14-pound carpet warp, \$0.19½-\$0.19¾; 7-pound Rio warp, \$1.64.

FLAX DEMONSTRATION HELD IN CANADA.

[Consul Felix S. S. Johnson, Kingston, Aug. 14.]

A demonstration was recently conducted by a flax expert for the Dominion Experimental Farm at the Wallace Farm, where 60 acres of flax grown by the Agricultural Department is being harvested. Here the work of the machine puller was demonstrated, the puller working somewhat after the fashion of a corn binder and making a very good job of the work in a crop that is wonderfully clean and fairly heavy. The machine pulls 3 acres a day, employing two men, one to drive the tractor and the other to handle the sheaves as they come from the elevators.

Farther back on the farm the National Service girls were at work pulling flax by hand and finding it rather slow work, as they are new to this line, although many of them have had experience in other kinds of farm work. An Ulsterman present showed a few of the girls how the trick was done in Ireland, and his lesson helped their speed considerably. Samples of the flax in its various stages from the sheaf in head through the retting and scutching were examined, and the expert explained the various processes. This year's crop will provide seed from the imported Dutch seed that was grown last year near Kitchener, Ontario, and will be sent for next year's sowing in Quebec, as a change of soil and climate is necessary so that the stock will not deteriorate.

The bulk of the 1918 Canadian crop of fiber, after passing through the flax mills, will go to Great Britain for manufacture into aeroplane canvas. It is expected that a flax mill with 8,000 spindles will be ready at Guelph by November and 40 Irish families are expected over here by that time to engage in the industry.

CONTROL OF CAMPHOR PRODUCTION IN TAIWAN.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 5.]

Seven officials and experts are being appointed by the Monopoly Bureau in the Japanese Government General of Taiwan (Formosa). They will undertake the control of camphor production and will conduct investigations into the camphor market. This step has been taken to prevent the decay of the camphor industry in Taiwan in view of the probable decrease in production this year of about 1,000,000 pounds.

AMERICAN PURCHASES FROM MONTEREY FOR HALF YEAR.

[Vice Consul Thomas Dickinson, Monterey, Mexico, Aug. 10.]

Exports invoiced at the American consulate at Monterey for shipment to the United States during the period from January 1 to June 30, 1918, were valued at \$15,340,556, consisting principally of mineral products. Returned American goods were valued at \$11,964. The quantity and value of the articles exported are given in the following table:

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Antimony.....tons.	575	\$44,274	Lead, bullion, containing:		
Arsenic precipitate.....pounds.	3,295,065	378,643	Gold.....ounces.	58	\$1,197
Bones, dry, clean.....tons.	168	6,183	Silver.....do.	10,435	9,025
Brass, scrap.....pounds.	37,907	3,440	Lead.....pounds.	191,132	11,468
Copper, blister, containing:			Lead, refined.....do.	7,289,306	390,430
Gold.....ounces.	1,145	22,940	Lead zinc ore.....tons.	38	811
Silver.....do.	316,339	237,254	Mule, Mexican, number.	65	1,303
Copper.....pounds.	1,482,623	333,471	Quicksilver.....pounds.	9,294	9,705
Copper, matte, containing:			Sarsaparilla.....do.	15,000	3,750
Gold.....ounces.	3,432	70,532	Skins:		
Silver.....do.	203,563	180,285	Calf.....do.	1,945	444
Copper.....pounds.	5,300,120	1,233,228	Deer.....do.	2,540	665
Copper, scrap.....do.	11,567	1,637	Goat.....do.	605,979	294,071
Cottonseed cake.....tons.	428	15,280	Hog.....do.	16,021	3,438
Cottonseed oil, crude			Kid.....do.	62,606	8,411
.....gallons.	82,240	96,296	Sheep.....do.	5,683	1,244
Guayule (rubber extract)			Wild animal.....do.	2,133	486
.....tons.	150	120,909	Silver, doré, containing:		
Hair, horse.....pounds.	32,468	7,363	Gold.....ounces.	33,744	101,051
Hats, straw.....gross.	260	1,040	Silver.....do.	597,542	552,380
Henequen.....tons.	573	152,844	Structural steel.....pounds.	1,746,030	91,662
Hides, cattle, dry, pounds.	1,490,461	464,811	Tin.....do.	20,134	16,107
Horns, clean.....tons.	26	930	Wax, candleilla.....do.	125,746	49,325
Household effects.....		1,909	Zinc:		
Ittle:			Blende.....tons.	62	1,767
Guapilla.....do.	71	7,437	Calamine.....do.	206	5,031
Jamauve.....do.	168	19,117	Calcine.....do.	8,172	196,942
Jarcia.....do.	78	7,654	Carbonate.....do.	70	1,778
Lechuguilla.....do.	1,455	128,958	Crude.....do.	204	5,965
Palma.....do.	4,194	491,271	Ore.....do.	147	3,832
Tula.....do.	54	5,624	Oxidized.....do.	11,457	294,386
Zapupe.....do.	135	34,893	Silicate.....do.	1,910	27,065
Lead, argentiferous, containing:			Sulphide.....do.	62	1,506
Gold.....ounces.	34,834	702,262	All other articles.....		526
Silver.....do.	5,706,959	4,643,429	Total.....		15,340,556
Lead.....pounds.	62,906,665	3,828,808			

NEW BRUNSWICK-PRINCE EDWARD ISLAND DIRECT TELEPHONE.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Aug. 14.]

By the laying of a direct cable between Cape Tormentine, New Brunswick, and Cape Traverse, Prince Edward Island, an undertaking just completed, direct telephone connection between New Brunswick and the island towns has been established. Heretofore the only telephone service available was by way of Pictou, Nova Scotia, and cable thence across the Northumberland Strait. This was a roundabout route and not always satisfactory. The new line which has been put through by the New Brunswick and Prince Edward Island telephone companies acting conjointly, affords Moncton connection direct with Charlottetown, the charge being 65 cents for a 3-minute conversation.

Protect Your Soldiers with Your Savings.

INDIAN TRADE COMMISSIONER IN LONDON.

[Commercial Attaché Phillip B. Kennedy, London, England, July 31.]

About three months ago the Government of India opened an office in London along lines somewhat similar to those adopted by Canada and the Union of South Africa. This office is officially designated as The Department of Commerce and Industry, Government of India, Indian Trade Commissioner, 60 Winchester House, Old Broad Street, London, E. C. 2. It is at the corner of Old Broad Street and London Wall and is, therefore, in the heart of the "City." The trade commissioner in charge is Mr. D. T. Chadwick, an Englishman, who has spent 17 years in India. He is assisted by one native of India, the rest of the staff having been employed in London.

The office has a ground-floor location, with windows to display the products of India. The exhibits have not yet been sent from India, on account of the temporary shipping difficulties during the war, but it is planned to have eventually an exhibit in the windows and also in the general rooms on the ground floor. There is a large, light basement. The commissioner's offices are on the first floor above the ground floor.

The purpose of the office is primarily to promote the sale of Indian products in the United Kingdom. The British Oversea Trade Department (Development and Intelligence) has recently stationed a trade commissioner in Calcutta, whose primary business is to promote the sale of United Kingdom products in India. The two commissioners find it of advantage to cooperate, and they maintain close and friendly relations. Mr. Chadwick, representing the Government of India, hopes to become intimately acquainted with all British importers of Indian products.

The purchase of supplies for India is still in the hands of the India office; this does not come within the province of the trade commissioner.

EXPORTS OF CASTOR OIL FROM TIENTSIN.

[Consul General P. S. Heintzleman, Tientsin, China, July 16.]

The Chinese maritime customs returns show that castor-bean oil was exported from Tientsin to foreign countries in 1916 to the amount of 4,156,133 pounds, valued at \$193,642; and in 1917 to the amount of 1,024,667 pounds, valued at \$64,669. While the customs returns under the classification of beans give the more common varieties, the castor bean is not included, but the exportation of this particular variety from Tientsin is known to be practically negligible.

According to the annual declared-export returns of this consulate general, no castor-bean oil was exported from Tientsin to the United States in 1916; however, the returns for 1917 show that 95,274 pounds, valued at \$15,923 were shipped. During the present year there has been but one shipment of this oil from Tientsin to the United States; it consisted of 2,064 pounds, valued at \$471.

This office is informed by the leading local dealer in castor beans and castor-bean oil that the prices therefor fixed by the War Trade Board are too low on account of high freight charges and rates of exchange.

JAPAN-AMERICAN WAR TRADE.

Figures showing the Japanese foreign trade for the first four months of 1918, issued by the Japanese Department of Finance, Tokyo, throws some interesting light on the trend of that country's trade. Of the 17 articles imported in which the United States is large enough to classify, over 50 per cent of the total imports in nine came from the United States. Of the remainder, two show over 30 per cent from America, one over 20 per cent, and two over 10 per cent. While the condition is largely due to war conditions and war needs, the value of this trade in its possible after-war effects can not be lightly esteemed. The war has created a market for a great many of our products which will be most urgently in need of new outlets when the war demands cease.

The following were the 17 import articles noted for the first four months of 1918:

Articles.	Total imports.		From United States and possessions.		Per cent from United States.
	Pounds.	Value.	Pounds.	Value.	
Raw cotton.....	4,836,193,600	\$108,851,282	1,869,921,600	\$45,647,908	38
Iron (bar, rod, plates, sheet, wire).....	518,409,286	39,303,350	515,327,473	34,108,649	98
Caustic soda and soda ash.....	58,551,081	2,652,732	39,726,196	18,297,213	66
Machinery and engines.....		15,232,574		11,539,512	62
Construction materials.....		3,277,182		3,188,326	98
Kerosene oil.....	8,617,761	2,699,614	8,041,835	2,539,066	94
Iron (pipes and tubes).....	30,440,244	2,363,233	27,914,897	2,173,983	90
Paper.....		2,240,410		1,754,328	79
Iron (lumps, ingots, bloom, slag).....	139,484,772	6,153,570	19,744,861	1,241,980	14
Iron nails.....	13,525,483	855,495	13,511,137	854,480	99
Sugar.....	80,301,280	2,193,612	26,134,880	497,788	31
Lead (ingots and slabs).....	16,746,444	1,278,790	3,652,179	245,420	22
Paper pulp.....	21,700,654	984,150	2,743,168	173,126	13
Nickel (ingot and grain).....	551,786	309,142	282,464	112,276	50
Hides and skins.....	11,256,596	2,027,441	135,628	42,486	1
Cotton tissue.....		2,228,334		38,763	1
Crude rubber.....	5,509,033	2,092,403	49,608	30,188	1

a Gallons.

Other imports in which the trade with the United States is too small to classify are:

Articles.	Total imports, four months ending April—			Articles.	Total imports, four months ending April—		
	1916	1917	1918		1916	1917	1918
Rice.....	\$367,383	\$816,269	\$3,818,096	Wool.....	\$5,481,651	\$7,290,535	\$14,393,711
Beans and peas.....	1,329,850	1,477,100	3,992,850	Coal.....	644,934	889,257	2,264,585
Rape seed and mustard seed.....	579,930	371,388	906,722	Ores.....	1,557,658	2,469,951	2,656,220
Crude nitrate of soda.....	682,528	1,643,754	1,878,592	Tannery extracts.....	359,463	220,780	212,585
Crude sulphate of ammonium.....	142,132	1,091,800	14,128	Coal-tar dyes.....	1,186,615	345,135	1,585,566
Oil cake (cotton seed and rape seed, etc.).....	8,294,200	3,479,895	14,800,118	Tin ingot and slab.....	212,402	657,558	1,022,361
				Antimony.....	2,346,115	853,701	200,884
				Brass and bronze (ingot and slab).....	1,799,120	2,393,732	189,408
				Woolen tissues.....	413,795	1,140,391	1,906,992

In some of these articles there is a promising field for American trade. In the case of oil cake, a great deal of cottonseed oil cake has been going to Europe from this country for feed and fertilizer. The oil cake used in Japan is imported almost entirely from China. Japan is constantly importing more rice, and with its ever increasing

population this demand should be a steady one. Although not yet separately classified, the United States is already doing a good share of the dyestuff business. Wool and woollen tissues show a large increase, but as yet the United States has only a small portion of this trade.

Share of United States in Trade.

The following table shows the gain in the share of the United States in the import trade of Japan, the figures being for the first four months of the years given:

Four months ended April 30—	Total imports into Japan.	Total imports from United States.	Per cent from United States.
1916.....	\$119,668,696	\$26,639,212	22
1917.....	144,487,350	49,583,834	35
1918.....	276,579,447	115,957,288	42

THREE MONTHS' EXPORTS FROM GLASGOW TO UNITED STATES.

[Consul Thos. H. Bevan, on special detail, Glasgow, Scotland.]

The total value of declared exports from Glasgow, Scotland, to the United States for the three months ended June 30, 1918, was \$1,082,601, as compared with \$2,688,424 for the same period in 1917, showing a large decrease of \$1,605,823.

The following table gives the principal articles invoiced with their values:

Articles.	Apr.— June, 1917.	Apr.— June, 1918.	Articles.	Apr.— June, 1917.	Apr.— June, 1918.
Acids.....	\$61,697	\$25,930	Leather, manufactures of.....	\$3,325	.....
Ammonia, sulphate of.....	3,285	.....	Linen.....	7,274	\$796
Carpets.....	120,498	29,548	Machinery.....	3,987	64,203
Clay tobacco pipes.....	12,648	1,193	Magnesite, calcined.....	21,880	24,795
Corundum.....	12,378	84,194	Palms.....	4,759	.....
Cotton manufactures.....	587,872	584,388	Paper.....	1,071	.....
Cyanide of soda.....	94,484	.....	Paper books.....	5,434	260
Fishing tackle.....	6,260	972	Paper stock.....	128,287	42,866
Firebricks.....	2,995	5,441	Sewing machinery and parts.....	21,428	26,949
Flannels.....	50,674	.....	Silk, manufactures of.....	3,234	.....
Flax and manufactures.....	3,725	5,556	Skins, rabbit.....	51,231	22,211
Grass seed.....	5,523	.....	Tapestries.....	5,564	1,426
Herring.....	7,090	23,140	Wall paper hangings.....	18,264	.....
Household goods.....	.....	143	Whisky.....	507,837	2,460
Instruments, surveying.....	12,195	22,065	Wool and manufactures.....	724,975	111,722
Iron and steel.....	5,697	2,343	All other articles.....	195,899	.....
Jute, manufactures of.....	7,704	.....	Total.....	2,688,424	1,082,601
Knitted goods.....	1,320	.....		

This unprecedented falling off of exports is due entirely to the trade restrictions necessitated by war conditions. The shipments of wool and its manufactures show the largest decrease, the exports during the 1918 quarter being valued at only \$2,460, as compared with \$724,975 for the corresponding quarter of 1917. The fact that whisky is now prohibited from entering the United States has also further reduced the trade, as the whisky shipments during the June quarter of 1917 amounted to \$507,837.

The items showing increases are herring, machinery and surveying instruments. The herring catch this season was very large, exceeding the local demand, and therefore permits were granted allowing the surplus to be exported.

INCREASED CHARGES FOR GLASGOW ELECTRICITY.

[Consul Thos. H. Bevan, detailed as vice consul, Glasgow, Scotland, Aug. 1.]

The accounts of the Glasgow Corporation Electricity Department for the financial year ended May 31, 1918, as published in the local press, show that the total revenue for the year was \$3,839,673, and the working expenditure \$2,641,127, an increase of \$1,014,996 and \$673,095, respectively, over the preceding year.

Interest on loans absorbed amounted to \$449,927, and sinking fund, etc., \$421,195, while \$292,642 was written off as depreciation, leaving a surplus of \$34,771. This has been transferred to the reserve fund, which now amounts to \$139,629. The number of consumers on May 31 was 35,499, an increase of 775.

The committee agreed to recommend that in consequence of the further advance in the price of coal, amounting to 97 cents per ton, and the increasing cost of wages and material, combined with the increased amounts payable for interest and sinking fund, the charges for electric energy as from the date of the last survey of the financial year 1917-18, until further notice, be increased by \$0.0015 per unit, or one-sixth cent over the highest of last year's charges. The scale of charges will, therefore, be as follows: For private lighting, shops, warehouses, offices, and places of entertainment for any quantity of current equivalent to 600 hours of maximum demand for one year, 10 cents per unit, and for all current over that quantity 3 cents per unit; while to domestic consumers, churches, and schools there is a uniform charge of 8 cents per unit. For motive purposes the charge is 4 cents per unit for current equivalent to 1,000 hours of the maximum demand and 2 cents per unit for over that quantity.

TRADE IN LIQUORS IN STRAITS SETTLEMENTS.

[Consul General Edwin N. Gunsaulus, Singapore.]

The importation, manufacture, and sale of intoxicating liquors in the Straits Settlements are controlled by the monopolies department of the Colonial Government.

Although individual commercial concerns are permitted to import liquors direct in their own names, the value of such liquors must be declared immediately upon arrival in the port, and either duty must be paid before removal from the importing vessel or else the goods must be moved directly into a bonded warehouse and remain in storage until such duty is paid.

The manufacture of intoxicating liquors in the Straits Settlements is prohibited, except under license issued by the Colonial Secretary, the fee for this license being \$85.17 per month. Liquors so manufactured are subject to the same scale of duties as imported liquors, with the exception that a rebate of 10 per cent is allowed.

The revenue derived from liquors in the colony during the past four years is as follows, all amounts being shown in United States currency: 1914, \$912,685; 1915, \$979,895; 1916, \$1,356,560; and 1917, \$1,382,558.

The tariff schedule of duties levied on imported liquors follows: Liquors containing not less than 85 per cent of proof spirit, \$3.41

per proof gallon; containing more than 39 per cent and less than 85 per cent, \$2.73 per gallon; containing more than 39 per cent and less than 70 per cent, \$1.70 per gallon; containing less than 40 per cent, (1) all sparkling wines, \$1.70 per gallon; (2) all still wines excepting claret, containing less than 26 per cent of proof spirit, \$1.14 per gallon; (3) claret containing less than 26 per cent of proof spirit and ale, beer, stout, porter, cider, and perry, 34 cents per gallon; (4) all others, \$1.14 per gallon.

Imports of Liquors.

During the calendar year 1917 intoxicating liquors valued at \$3,525,333 were imported into the Straits Settlements. A considerable quantity of these liquors was reshipped to the Federated Malay States, British North Borneo, Dutch East Indies, Siam, and Sarawak. A detailed list of the liquors imported during 1917, with values, follows: Arrack and samsoo, \$705,245; brandy, \$858,269; gin, \$97,766; rum, \$1,203; whisky, \$492,785; other spirits, \$10,691; liqueurs, \$21,845; spirituous cordials, \$1,064; champagne \$17,268; claret, \$12,317; still, of sorts, \$47,829; sparkling, of sorts, \$3,585; port, \$56,759; sherry, \$11,885; beer and ale, \$837,519; porter and stout, \$347,819; cider and perry, \$484.

As the quantity of intoxicating liquors manufactured in the colony is small, a fairly accurate estimate of the consumption can be obtained by deducting the value of exported liquors from the value of the imports, such estimate for the calendar years 1914, 1915, and 1916 being as follows:

Article.	1914	1915	1916	Article.	1914	1915	1916
Arrack and samsoo..	\$116,806	\$254,700	\$165,173	Spirituous cordials..	\$11,079	\$8,585	\$2,441
Brandy.....	366,438	447,474	750,512	Wines.....	88,865	63,247	79,347
Gin.....	10,340	13,932	49,603	Beer and ale.....	151,227	215,994	173,792
Rum.....	142	1,128	228	Porter and stout.....	55,814	66,267	56,996
Whisky.....	99,497	97,696	282,662	Cider and perry.....	611	960	230
Other spirits.....	1,983	2,487	2,502	Total.....	924,260	1,187,559	1,579,683
Liqueurs and cordials.....	21,368	15,000	16,117				

Output of Salt in Chosen.

The output of salt at the Government salt pans at Kwangyang, near Chinnampo, Chosen, for the present year is expected to exceed 80,000,000 kin (1 kin=1.32 pounds) according to an issue of the Seoul Press. The extension of the salt pans as approved by the Diet will be started the beginning of August. The estimate for the work is 300,000 yen (\$150,000), and is expected to be completed in eight months.

New Trading Places in Manchuria and Mongolia.

Acting Commercial Attaché A. W. Ferrim reports from Peking that it is announced that the Central Government is about to dispatch a delegation to northern Manchuria and Mongolia to make inquiries before appointing a director general to take charge of the opening of several important places to foreign trade.

STATUS OF THE PORT OF WANHSIEN.

[Acting Commercial Attaché A. W. Ferrin, Peking, China.]

The consular body at Chungking has requested the diplomatic body to urge the Chinese Government formally to declare Wanh sien, in Szechwan Province, an open port and that the matter is under consideration, with favorable action probable.

A branch of the Chungking customshouse was established at Wanh sien on March 16, 1917, and since that time the customs authorities have administered the port as if it were an open one. The Chinese territorial authorities, however, acting under instructions of the Chinese foreign office, has considered Wanh sien a port in the interior and has exercised its authority in accordance with the rules for interior ports.

This anomalous state of affairs has produced uncertainty among the foreign firms doing business in Wanh sien and this uncertainty is detrimental to the extension of trade. While foreign firms have for sometime been allowed practically all the privileges of an open port, except the leasings of land in perpetuity, these privileges have been granted on sufferance and the possibility of their being withdrawn has deterred foreign firms already there from increasing their investments at Wanh sien, as well as deterring new firms from coming in to help in the development of this important port. The trade of Wanh sien amounted last year to \$1,832,318.

DECREASED IMPORTS OF LEATHER BELTING INTO JAPAN.

[Consul General George A. Seidmore, Yokohama.]

Japan is now in a position to manufacture belting in quantities nearly sufficient to supply the local market of suitable quality and at prices too low to admit of much further foreign competition. The following figures show the marked decrease in the imports of leather belting during the past three years, despite the great industrial expansion which has characterized these years: 1915, 24,000 pounds valued at \$35,600; 1916, 28,000 pounds valued at \$30,000; 1917, 6,500 pounds valued at \$7,500.

The duty on leather belting imported into Japan is given at 37.20 yen per 100 kin (about \$14.09 per 100 pounds). The weight of the container is included.

JAPANESE FERTILIZER INDUSTRY.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 5.]

The Japanese Department of Agriculture and Commerce reports that at the end of 1916 there were 24,335 fertilizer factories, 45,470 fertilizer dealers, and 1,100 fertilizer importers in Japan. The amount of fertilizers produced was valued at 61,111,914 yen (\$30,433,733), including 12,895,735 yen (\$6,422,076) of compound fertilizers, 9,483,988 yen (\$4,723,026) of animal fertilizers, 18,805,280 yen (\$9,365,029) of vegetable fertilizers, 19,841,208 yen (\$9,880,922) of mineral fertilizers, and 85,703 yen (\$42,680) of miscellaneous goods. The imports of foreign goods were 34,699,740 yen (\$17,280,471).

DEMAND FOR MOTOR BOATS IN DENMARK.

[Consul B. L. Agerton, Copenhagen, July 12.]

When gasoline is available, motor-boating is a favorite sport and means of recreation in Denmark. On account of the lack of gasoline resulting from the war, the use of motor boats for pleasure purposes is at present entirely prohibited, and this situation will probably continue for the period of the war.

After the conclusion of the war, or when gasoline can again be obtained in the customary quantities, there will undoubtedly be a great demand for all types of pleasure motor boats. Due to the fact that the location of Denmark with reference to the sea offers exceptional opportunities for boating, and that there are now many more people of wealth in Denmark than ever before, this demand should exceed that of prewar times.

All types of motor boats, from the small boat with detachable motor to the medium-sized yacht, have been used heretofore. All motors are imported, coming ordinarily from Sweden, Germany, and the United States. The completed motor boat is seldom imported; the boats are usually built in Denmark, but the plans and drawings therefor are very often from either the United States or Sweden. The motors and other fittings are imported and installed in the boats built here.

MOTOR CARS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland.]

During 1917 there were 6,679 motor cars and 2,814 motorcycles registered in New Zealand, of which 4,692 motor vehicles were imported during the year. The countries of origin for the motor cars and motorcycles registered during 1917 were as follows:

Countries of origin.	Cars.	Cycles.	Countries of origin.	Cars.	Cycles.
United Kingdom.....	415	1,668	Belgium.....		20
United States.....	4,122	1,094	Other foreign.....	15	11
Canada.....	1,976		Origin or make unknown.....	33	21
France.....	104				
Italy.....	14		Total.....	6,679	2,814

During 1914 New Zealand imported 1,308 motor cars from the United States, 1,093 from the United Kingdom, 873 from Canada, and 192 from all other countries, giving a total of 3,466 for that year. During the first three months of 1918 there were imported 1,171 motor cars against 1,115 for the first three months of 1917, of which a very large proportion came from the United States.

Japanese Loan for Construction of Kirin-Hoilyong Railway.

The July 11 issue of the Seoul Press says that a loan of 10,000,000 yen (\$1,980,000) from Japan, to be used for the construction of the Kirin-Hoilyong Railway, has been concluded.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

INCREASING TRADE IN JAPANESE TOBACCO.

[Excerpt from Japan Advertiser of July 18, transmitted by Consul General George H. Seidmore, Yokohama.]

The tobacco trade of Japan in China and some other Asiatic countries is believed to have a fair prospect in spite of a formidable competition. The rate of increase since the war began is apparently a support of this belief.

The export of Japanese tobacco is principally made through a company organized for that purpose and the principal market is in China and the South Pacific. Leaf tobacco has been so far favored by foreign buyers, but the shipment of cigarettes is increasing rapidly, and sometimes Chosen has to be drawn on to make good the shortage in domestic goods.

As to the prospect it is said by a tobacco man that in China the British-American Tobacco Co. holds a controlling position with its offer of better tobacco, and Japan seems to have no chance to improve its position, but the prolongation of the war is seen to be in favor of Japan. With the further reduction in space for tobacco, foreign goods will come on the market less actively and Japanese goods may wedge in. Japanese hope that in a year or two Japanese tobacco will hold China's market equally with foreign goods; that it may even outrival foreign goods.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Zinc slabs, No. 5378.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until September 6, 1918, for 14,000 pounds of rolled zinc slab.

Motor launch construction, No. 5379.—Sealed proposals will be received at the Coast and Geodetic Survey, Washington, D. C., until September 4, 1918, for the construction of three or four wood motor launches, each 60 feet long, 14 feet beam, and 7 feet depth; also six or eight 40-horsepower and three or four 4-horsepower kerosene-burning internal-combustion engines.

Repair of pier, No. 5380.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 9, 1918, for repairing the existing walls of Pier No. 1 at the navy yard, Boston, Mass., comprising removal of old concrete, laying granite, placing of reinforcing fabric, and the placing of mortar by the cement-gun process. Refer to Specifications No. 3291.

Light structures, No. 5381.—Sealed proposals will be received by the Superintendent of Lighthouses, Baltimore, Md., until September 5, 1918, for erecting nine light structures in San Shoal Inlet, Va.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 198

Washington, D. C., Friday, August 23

1918

CONTENTS.

	Page.		Page.
Exportation of compound lard.....	721	Subscriptions to seventh-year Chinese	
Spanish export embargo.....	721	Internal loan.....	733
Changes in enemy trading list.....	721	London hides and skins market in	
Educational project in Siberia.....	723	June.....	734
Market for brick-making machinery in		Removal of toll gates in Prescott dis-	
South America.....	724	trict.....	734
Market for standardized industrial		Nova Scotia apple crop.....	735
buildings.....	731	New real estate bank for Chosen.....	735
Brazilian market for American knit		Yarmouth-Boston service discontinued.....	735
goods.....	731	Offices of the Bureau of Foreign and	
Italian Government revenue returns.....	732	Domestic Commerce.....	735
Government publications for sale.....	733	Foreign trade opportunities.....	736

EXPORTATION OF COMPOUND LARD.

The War Trade Board announces, in a new ruling (W. T. B. R. 210), that it will now consider applications for the exportation of compound lard to all countries in North, Central, and South America and the West Indies. Applicants should file their applications on Form X. Applicants for licenses to export compound lard to Canada must obtain from the Canada Food Board the requisite import license and attach the same to their application to the United States War Trade Board for export license.

SPANISH EXPORT EMBARGO.

A Spanish order in effect on August 19 prohibits the exportation of canary seed. This order was reported by Consul General Hurst, Barcelona.

CHANGES IN ENEMY TRADING LIST.

The War Trade Board announces the following additions to the Enemy Trading List as of date of August 23, 1918:

ARGENTINA.

Cla Vincellas, 1136 Calle Puyrredon,
Buenos Aires.
Geron, Armando, Buenos Aires.
Martinez & Gunche, Buenos Aires.
Molino, Hijos de Jose Cru, Buenos
Aires.
Rudolphi, Alfredo, Buenos Aires.
Sartorio & Co., Buenos Aires.

BOLIVIA.

Gutierrez, Pablo, Cochabamba.
Ramirez, Luis, Villazon.
Yarur & Lolas, Oruro.

BRAZIL.

Costa, Fernando, & Co., Santos.
Ramos, A., Rio de Janeiro.
Simon, Heinrich, Rio de Janeiro.

CHILE.

Mally & Reccius, Valdivia.

COSTA RICA.

Wille, Carlos, San Jose.

GREECE.

Societe Anonyme Commercial de
Pirce, Pir.

MEXICO.

Beyer, F., Acaponeta.
Carper & Eppstein, Mazatlan.
Chahin, Felipe, Saltillo.
Chahin, Julian, Saltillo.
Charuca, Moises, Saltillo.
Coppel, Isaac, Mazatlan.
Eckhoff, Ernesto, Mexico City.

Fernandl, A. (La Princesa Teatro), Tamp.

Garcia, Jose Guerra, Tampico.

Gonzales, Regilio, Tampico.

Guggenheim & Balaesque, Mexico City.

Guggenheim, Leon, Mexico City.

Haberkom, Edmundo, Monterey.

Jalil, Ali, Saltillo.

Lapiz Rojo, El (Ortega, Aurelio, e Hijos), Orizaba.

Lopez, Federico (La Perla), Orizaba.

Mendoza & Llanos (El Abastecedor), Mexico City.

Nahle, Manuel, Saltillo.

National Prussian of Stettin, Mexico City.

Neumoller, Teodoro, Saltillo.

Ortega, Aurelio, e Hijos (El Lapiz Rojo), Orizaba.

Perla, La (Federico Lopez), Orizaba.

Rosenstern, Hans, Mexico City.

Sapag, Abraham, Saltillo.

Sapag, Salomon, Saltillo.

Spieler, Ricardo, Tampico.

Schutter, Carlos, Colima.

Tamplaquena, La (Jose Guerra Garcia), Tampico.

Ziegler, Julio, Puebla.

MEXICO.

Benmergui, Vidal E., Tetuan.

Martinez, Claudio, Tangier.

Ortiz y Llobell, Francisco, Tetuan.

Suarez de Lorenzana, Alberto, Melilla.

Vidal S. Benmergui, Tetuan.

NETHERLANDS.

Bruckmann, Willem, Amsterdam.

Cahn, Rudolf, Amsterdam.

Gazans, A., Huiden en Goederen Maatschappij N/V., Amsterdam.

Gaillet, A. J. F., S' Hertogenbosch.

Geerling, A., Amsterdam.

Hagens, W., Amsterdam.

Lenders & Co., Rotterdam.

Rotterdamsche Vervuallion Handels N/V., Rotterdam.

Reyers, H. J. J., Arnheim.

Seinfeld, B. H., Amsterdam.

Toe Laer & Co., Amsterdam.

NETHERLANDS EAST INDIES.

Biezeveld, H. P., Bandoeng.

Eigen, O. Von, Sumatra.

Huster, K. E., Menado.

Kepes, J., Dutch East Indies.

Kie Lie, W. (alias W. Kielich), Batavia.

Kielich, W. (alias Kie Lie, W.), Batavia.

Luthringhaus, P., Dutch East Indies.

Meerwalt, J. H., Sumatra.

Menadosche Handelsvereniging Mexico N/V. (Distributie Juliana), Medan.

Schrotter, Dr. G., Dutch East Indies.

Stiany (alias of Stlassny), W., Gorontalo.

Stlassny (alias Stiany), W., Gorontalo.

Tan Llong Tjoan, Batavia.

Thaiseng, Dutch East Indies.

Ydens, H., Sumatra.

SPAIN.

Agencia Internacional de Publicidad, Plaza Ensanche 5, Bilbao.

Andresen, Juan C., Principe de Vergara 7, Madrid.

Balborras, Sociedad de Minas de Wolfram de Elbarco and Casayo. Orense (or Sociedad de Minos de Wolfram de Balborras).

Borowski, Pablo, Calle Balmes 149, Barcelona.

Brandt, Georges Walter, Jovellanos 5, Barcelona.

Brown (alias of Bruns), Alexander, Madrid.

Bruno (alias Brown), Alexander, Madrid.

Cabanach, Francisco, Barcelona.

Canillo, Rollo (Rollo Candil), Madrid.

Cast, H. F., Calle Barbieri 1, Madrid.

Damian, Willy (or Guillermo), manager Banco Hispano Austro Hungaro, Calle Velasquez 82, Madrid.

Diamant Picard, Carrera, San Jeronimo 16, Madrid.

Editorial Tribklabo, Arco San Silvestro 4, Barcelona.

Falsone, Torello, Albijoso 9, Valcarca, Barcelona.

Haferkamp, Otto, Plaza, Ensanche 5, Bilbao.

Hornemann, Oscar, Calle Jovellanos 4 and 6, and Los Madrazo 12, Madrid.

Kaifer, Jose, Calle Hurtado de Amazaga 14, Bilbao.

Klimsch, Schulz, Ricardo, Calle de Serrano 98, Madrid (manager of Bancado Castilla).

Kraeff, Walter, Cortes 618, Barcelona.

Larrea y Kaifer, Calle Hurtado de Amazaga 14, Bilbao.

Leon del Valle, Hugo, Hotel des 4 Nations, Barcelona.

Laussnig, Rodolfo, Paseo des Principe 20, Almeria.

Marin Hermanos, Aguilas.

Martinez Almendro, Juan, Calle Sierpes 16, Seville.

Moragas, Pedro, Tamarit 181, Barcelona.

Muller, Guillermo, La Carolina (Jaen).

Pasch, Wilhelm (or Pachi, Guillermo), Eguia 1, Recalde 3, Bilbao.

Pachi, Guillermo (or Pasch, Wilhelm), Eguia 1, Recalde 3, Bilbao.

Paschen, Hans, Glorieta de Atocha 6; and Calle Nueva de la Trinidad 13; and Calle Lagasca 119, Madrid.

Pischel Wiedemann, Oscar, German
S. S. Orconera, Santander; and in
care Erhardt & Co.'s office, San-
tander.
Reininger, Gebbert and Schall, Ram-
bla Cataluna 75, Barcelona.
Riquer y Aloma, Eduardo de, Plaza
de la Villa 1, Madrid.
Rollo Candil (Canillo Rollo), Madrid.
Schmotch, Federico, Montera 20, Mad-
rid.
Semprun y Pomba, Jose Maria, Calle
Claudio Coello 28, Madrid.
Serrahima, Francisco de Adis, Bailen
64, Barcelona.
Sociedad de Minos de Wolfram de
Balberras, El Barco and Casayo
Orense.
Stopstetliner, Oscar, Consejo de
Ciento 159, Barcelona.

Sturzenger, Jaime (or Jacques), Tra-
falgar 17, Barcelona.
Tipografia Zalapeira, Arco San Silves-
tro 4, Barcelona.
Ullmann, Guillermo, Calle Felipe IV
5, Madrid.
Zalapeira Montilla, Malaga.

SWEDEN.

Ericks, Rudolf & Co., Stockholm.
Lion, Adolph, Stockholm.
Skandinaviska Reprodukts, Stock-
holm.

SALVADOR.

Sosa, Domingo, San Salvador. (Oc-
tober 6, 1918.)

VENEZUELA.

Beier, C. J., San Fernando de Apure.
Sanchez, Ellas, Santana.

The following removals are announced by the War Trade Board:

ARGENTINA.

Barbagelata, R., Defensa 275, Buenos
Aires.

NETHERLANDS EAST INDIES.

Have, P. W. C. Ten, Batavia.

SPAIN.

Barros, Jose, Vivero.

BOLIVIA.

Hage, Ellas El, Puerto Suarez.

VENEZUELA.

La Cerveceria Nacional, Caracas.

EDUCATIONAL PROJECT IN SIBERIA.

The American consul at Vladivostok has transmitted, under date of July 8, 1919, a copy of a letter from the Culture-Educational Union of the Altai District, with headquarters at Barnaul, Siberia. According to this letter the Union, which is concerned with the "outside-of-school" education of the people, wishes to obtain portable cinematographs and scientific popular films and magic lanterns for its own purposes and for the use of the cooperative unions of Tomsk, Semipalatinsk, Yenisei, Irkutsk, and Transbaikal Provinces. Moreover, the Culture-Educational Union is forming at Barnaul a People's Central Museum Exhibition for national and international products, and a chain of such exhibitions in the Provinces. These museum exhibitions will consist of various branches—cooperation, outside-of-school education of a scientific-popular character, geography, ethnography, etc. In this connection the Culture-Educational Union plans to send a representative to the United States in the near future to establish connections with various scientific, educational, and other establishments and organizations, museums, factories, and firms, and to collect part of the exhibits desired. This representative will buy the first consignment of 100-200 cinematographs and 1,000-2,000 films; will select and buy a good English library on museums, cooperative agriculture, etc.; will collect exhibits on ethnography, school teaching, home industries, and material on cotton and tobacco raising; and will also buy the necessary school and teaching appliances and models of various kinds of machines.

American firms interested in this project are advised to communicate direct with the Culture-Educational Union of the Altai District, Barnaul, Siberia.

MARKET FOR BRICK-MAKING MACHINERY IN SOUTH AMERICA.**ARGENTINA.**

[Vice Consul Francis B. O'Grady, Buenos Aires.]

Buildings in Argentina are generally constructed of a rough, cheap, hand-made brick, the walls being faced with a thin stucco plaster, and exterior moldings are used, due to the fact that there is available only a limited amount of suitable outside finishing materials in this Republic and to the fact that the prevalent style of architecture here is classical. The great majority of the buildings in Buenos Aires are one and two story, and they are invariably constructed in the manner just described. However, many of the larger buildings are built of reinforced concrete, with columns and girders. An American company has completed a large cement factory in this country, which will undoubtedly reduce the cost of Portland cement and influence the trend of building construction. In May of the present year a barrel of cement weighing about 400 pounds cost \$14 American currency. There is said to be a tendency among the younger architects toward the use of more pressed-brick fronts and less facing. However, building construction work is paralyzed in Argentina and has been since the outbreak of the war.

Size of Local-Made Bricks.

The size of the ordinary handmade brick used in Argentina is 5 by 15 by 30 centimeters (one centimeter = 0.3937 inch), which is larger than the American machine-made brick. These bricks were selling in May, 1918, for from \$9 to \$10, American currency, per thousand, delivered, but in normal times they sold for about \$6 per thousand. Few bricks are transported by rail in this country, and it is the custom for the brickmaker to take his gang and tools to the site where the construction work is to be done, and where the brick is made and burned in a primitive way. First-class brick clay is to be found in only a few places, and bricks must be made of the common black soil mixed with small quantities of horse manure or sawdust. An excavation is made, the earth is plowed or dug up, water is poured upon it, and usually horses are driven around to mix the mud. The bricks are moulded in wooden forms, two at a time, and are spread out on a flat, smooth surface to dry. They are then stacked up to be burned, and mud is plastered on the outside in order to prevent the heat from escaping. No machinery is used in the entire process, and brick-making is principally in the hands of Italians.

A local builder states that he recently contracted for 100,000 bricks, to be manufactured in the country, at a cost of about \$5, American currency, per thousand, counted and ready to be burned, the brickmaker supplying everything except the site, which is furnished by the rancher. Coal or quebracho wood are used as fuel, but their cost is excessive at present.

Limited Amount of Machine-Made Bricks Manufactured.

Machine-made bricks are also manufactured in Argentina, but not to any extent. The cost of same is very high, and the plaster facing does not adhere to these smooth bricks nearly so well as on the rough surface of the handmade ones. Several attempts to manufacture

and promote the use of machine-made bricks have ended in failure, and at present it is out of the question for this class of bricks to compete with the handmade kind for ordinary construction purposes. The national department of public works and a few private concerns are making a good brick by machinery. These are used mostly for sewerage and sanitary work, and cost about \$20, American currency, per thousand. These bricks were formerly used for foundations of large buildings, bridge pillars, and similar work to a great extent, but concrete is taking their place to a considerable degree in such construction. A fairly good grade of building tile used for partitions is made here and sells from \$18 to \$21, American currency, per thousand. Samples of a common red tile manufactured in the Province of Santa Fe show that very good clay is to be had in that locality.

It is doubtful that rapid changes will be made in the Argentine brickmaking industry unless the labor situation changes radically after the conclusion of the war. Owing to the high railway freight rates, bricks can not be advantageously shipped any distance here, and large central brickyards are for this reason greatly handicapped. Machinery that is easily transportable and that is operated by hand or by horsepower should find an easier market here than any other kind. The few brickmaking machines that are used here are said to be Italian and British makes that are practical and up-to-date. The importations of brickmaking machinery are not shown separately in the custom-house statistics, being included under the heading of machinery in general.

Demand for Machinery for Making Tiles and Cement Blocks.

The fact that there are so many small brick kilns in Argentina, representing comparatively no capital and employing cheap labor, the fact that these bricks are very suitable for the plaster faced walls, and the fact that the railway freight rates here are very high, do not make the prospects for the general introduction of brickmaking machinery into Argentina at present very encouraging. Representatives of several large concerns here selling American machinery are of the opinion that there is no market here and that there is not likely to be a demand for machinery for the manufacture of bricks. Machinery for making tiles, cement blocks, and concrete mixers seem to have a better outlook.

That there will be a great deal of building construction work done at the conclusion of the war is freely predicted. Bank deposits were never so large, the farmers here having been receiving unheard-of prices for their products, and they should be in a position to improve their properties. The value of Buenos Aires real estate, especially in the downtown district, is too high for the owners to be content with getting only a nominal income from their one and two story buildings.

[A report on the Argentine trade in fire bricks was published in **COMMERCE REPORTS** for May 19, 1917.]

BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 6.]

Practically all buildings in Brazil are constructed of brick and stone; but few wooden buildings are constructed. With these con-

ditions prevailing, the consumption of brick is proportionately much greater than in the United States.

The bricks mostly employed for building purposes vary from 20 to 23 centimeters in length, from $9\frac{1}{2}$ to 11 centimeters in width, and from 6 to 7 centimeters in height (1 centimeter=0.3937 inch).

Bricks are manufactured in every part of Brazil, where there is an abundance of raw material for this purpose to be found in almost every locality. The domestic factories take care of the entire consumption of the country, no bricks of the ordinary building type being imported. There are numerous factories throughout the Republic where bricks are manufactured by hand. The greatest drawbacks of establishing large brick factories at centers of production are the high freight rates on railroads and the State export taxes. Prices of bricks vary considerably, but a fair price of production at present is estimated at about \$4.25 in American currency per thousand at the factory.

Foreign Machinery Used.

The greater part of the machinery imported thus far in the manufacture of bricks has been imported from England, France, and Germany, the American machines being practically unknown.

Building operations have been somewhat limited owing to the difficulties in obtaining cement and steel structural materials from abroad. Once these limitations are overcome and building operations are carried on in proportion to the present progress of the country in industrial and other commercial enterprises, there should be a greater demand for bricks and brickmaking machinery. A recent visit to a large American packing establishment near São Paulo revealed that although steel structural beams could not be purchased at this time, native peroba wood could be satisfactorily substituted, and this is being done in one of the buildings that is nearly 300 feet in length and five stories high. The writer was told that over 10,000,000 bricks would be used to complete all of the buildings of the proposed plant.

Brickmaking machinery is subject to an ad valorem duty of 15 per cent, 55 per cent of which is payable in gold, bringing the actual rate assessed to almost 30 per cent ad valorem, when all of the additional taxes and charges are included.

Imported bricks can not compete with the native article, as the import duties, according to a manufacturer here, are assessed at the nominal rate of 25 milreis (about \$6.25 in American currency) per thousand, the actual duties payable coming to over \$10 per thousand by reason of the part payable in gold, port charges, etc.

Statistics of Production.

In 1905 the Minister of Public Works and Transportation, directed the "Centro Industrial do Brazil" (an organization of manufacturers which has done much in a statistical way concerning Brazil's industries) to prepare statistics of domestic industries. This report, completed in 1907, shows that at that time there were 179 factories engaged in the manufacture of ceramic products; that 2,553 employees found occupation in this industry; that the capital invested was 10,547,305 milreis (about \$3,515,768 in American currency at the normal rate of exchange prevailing then), and that the

annual production amounted to about 10,363,000 milreis (about \$3,454,333). Even to-day the ceramic factories producing specialties are very limited in number, the most part of them being engaged in the production of bricks for building purposes.

It is impossible to obtain statistics of the production of the individual factories now operating in this part of Brazil, but the following figures, obtained from reliable sources, indicate the size of the industry in certain centers of the Federal District and the State of Rio de Janeiro where brick factories are operating:

	Annual production.
Factory on Governor's Island, Federal District.....	5,000,000
Various factories, Merity, Federal District.....	5,000,000
Various factories, Rio das Pedras, Federal District.....	3,000,000
Various factories, Realengo, Federal District.....	3,600,000
Various factories, Santissimo, Federal District.....	1,800,000
Various factories, Pavuna, Federal District.....	3,000,000
One factory at Costa Barros, Federal District.....	1,800,000
Porto do Rosa factory, Nictheroy, State of Rio.....	3,000,000
Various factories, Petropolis, State of Rio.....	5,000,000
Estimated annual production.....	31,200,000

It is calculated that in supplying the market of Rio de Janeiro more than 10,000,000 handmade bricks are used here annually. In the Federal District and the State of Rio de Janeiro the annual production of hollow bricks, which are finding increased demand, is estimated at some 6,000,000.

URUGUAY.

[Consul William Dawson, Montevideo, May 3.]

The great majority of buildings of all kinds in Uruguay are constructed of brick with a cement plaster finish. Other materials used incidentally are structural steel and lumber. Warehouses and temporary structures are usually made of corrugated iron. There are very few stone buildings and practically no frame houses. On the other hand, concrete construction is rapidly coming into favor.

As stated, however, the vast majority of buildings are made of brick and brick is undoubtedly the structural material for which the demand is the largest. Bricks are used for interior and exterior walls of houses, for filling in between I beams in floors, and also very extensively for walling in property.

With the exception of fire brick, which in spite of experiments has not yet been successfully produced in Uruguay, practically all brick used in this country is made locally. There are perhaps some 20 or more brick-making establishments at Montevideo in operation at present and many more in the interior of the country. In fact, wherever there is a sufficient local demand to warrant it, a brickkiln is installed where bricks are made in a primitive way. As respects quality of product and methods of manufacture, a distinction must be made between these small establishments and those equipped with machinery.

Factories Making Brick by Hand.

The former are by far the more numerous and may run into the hundreds when the demand for brick is good. Their capital is small and they are frequently short-lived. Their raw materials are clay

and dung (or sometimes ground-up straw) and they are usually mixed or puddled by horses or mules. Often, instead of a regular kiln, one is built up of bricks and fired from inside. All the work is performed by hand. The annual output of such of these establishments as achieve a more or less permanent existence runs from 500,000 to 2,000,000 bricks, although one plant located near Montevideo has produced over 3,000,000 bricks in a year by methods more or less similar to those described.

The brick turned out in this manner is, of course, a very inferior article—irregular, poorly burned—and it is usually necessary to leave at least $\frac{1}{2}$ -inch between bricks when laying.

Factories Using Machinery.

As to the concerns using machinery and more or less modern methods, three such plants are to be found at Montevideo and three or four more at interior points.

The largest plant, located at Montevideo, has a capacity of 8,000,000 bricks a year and turns out 44 different types of brick, all, however, of the same material. The equipment, purchased in Germany at a cost of about \$25,000, was installed in 1911 and is said to be very complete. (This plant has been closed now for about a year, largely owing to the high price of coal.) The two other plants at Montevideo using machinery have a capacity of from 2,000,000 to 4,000,000 bricks a year. Their equipment was picked up to a large extent locally, and in Buenos Aires, some of it second-hand. Brick-making machinery used at Montevideo consists of hoppers for mixing, cutting appliances, presses, conveyors, natural and artificial drying rooms, etc.

A brick factory at Paysandú is equipped entirely with American machinery purchased about 10 years ago directly from the manufacturer. The plant does not operate regularly owing to the small local demand, but has a daily capacity of 50,000 bricks and an annual output of about 2,400,000. The equipment consists of track cars drawn by a hoist, a grinding mill, mixer, and press, and up-to-date ovens and drying sheds. A factory at Salto likewise has American equipment, bought directly from the manufacturer, and consisting of a boiler, horizontal one-cylinder steam engine, large automatic press, mixer, form cleaner, and transport gear. The factory has turned out 6,000,000 bricks in a year and has a daily capacity of 50,000. Like the plant at Paysandú, it does not operate continuously. Both plants are closed at present.

As intimated above, it is understood that there are one or two more brick factories in the interior using machinery. It has not, however, proved possible to obtain information on this point.

Raw Materials—Quality of Product.

Plants making brick mechanically use clay and sand for raw materials. Power is generally supplied by steam.

As respects grade, brick made mechanically at Montevideo is at best of second or third grade. Wire-drawn brick is not made here, nor is repressed brick at the present time, although the largest local factory (now closed) has made repressed brick at one time. A leading Montevideo contractor states that a much better grade of brick is made in Argentina and that for chimneys brick has to be imported

from Buenos Aires. The factories at Paysandú and Salto make repressed brick, and, in general, their product is understood to be superior to that now turned out at Montevideo.

Sand-lime brick was made at Montevideo at one time on a considerable scale by a local concern of some importance and several large structures were erected entirely of this material. Its manufacture has, however, been given up.

Prices—Cost of Labor.

The most common sizes made and used here are 5 by 12 by 25 centimeters for machine made and 5 by 13 by 27 (or 28) centimeters for handmade brick. Many shapes and sizes are, of course, made, including hollow brick, and, as already stated, the largest local factory turned out at one time 44 different models.

Prices of brick have varied greatly recently owing to fluctuations in supply and demand. As a result of lack of building activity following commercial depression and the war, the price of handmade brick dropped to 9 pesos (\$9.31) per thousand. Many plants have stopped working and, following recent activity in packing-plant construction, there is at the present time a marked scarcity of brick, with the result that the price has risen to 11 pesos (\$11.37), and will probably reach 12 pesos (\$12.41), which was the normal price before the war. Machine-made brick sold normally before the war at about 16 pesos (\$16.54) per thousand, and has been marketed at as high as 18 pesos (\$18.61) and as low as 14 pesos (\$14.48). When made here, sand-lime brick sold at from 12 to 14 pesos per thousand. All the foregoing prices refer to standard sizes and include hauling and delivery.

Labor employed by brickmakers costs from 1.20 to 2 pesos (\$1.24 to \$2.07) per day. Payment of wages by piecework is common.

Little Immediate Opening for Machinery.

As respects the possibility of introducing machinery to replace hand labor, it is not believed that there is any immediate opportunity for the sale of brickmaking machinery. Conditions during the last few years have made it difficult for factories with modern equipment prepared to operate continuously to realize a suitable return on their investment, and it does not appear likely that until these factories operate on a profitable basis other ventures of the same kind will be launched. As respects firms and individuals making bricks by hand, the same holds true, and in addition it must be borne in mind that few of them possess sufficient capital to make investments of any importance in equipment.

However, when building becomes active and the demand for bricks is large, it seems probable that a market may be found for brick-making machinery. Persons well informed anticipate a rapid revival of construction work after a return to normal conditions. It is estimated that Montevideo needs some 1,000 new buildings a year and that during the past four years only 1,000 new buildings have been constructed, an average of 250 a year. It is interesting to note that in normal times the average value of construction work covered by building permits at Montevideo is from 10,000 to 15,000 pesos (\$10,340 to \$15,510), whereas the present average is from 3,000 to 4,000 pesos (\$3,102 to \$4,136), indicating a high percentage of re-

modeling and repair work. Prolonged inactivity should point to a heavy demand for brick after the war, provided, of course, that peace in Europe means renewed prosperity for South America. Given an active demand for brick and cheap fuel for factories, it is believed that machine-made brick will gradually replace the hand-made product.

Opening for American Manufacturers.

Just what opportunities this may mean for American manufacturers and how these opportunities can best be taken advantage of, it is difficult to say. The best equipped factory at Montevideo purchased its machinery in Germany directly from the manufacturer—a member of the firm having been in Europe at the time. The factories at Salto and Paysandú also secured their equipment directly from the American manufacturers. It seems probable that most brickmaking machinery installed here will be purchased in the same manner. On account of the very limited demand, such equipment is not carried in stock by local machinery houses. For the same reason and because of the sporadic nature of purchases, the consulate would hesitate to advise American manufacturers to send out personal representatives.

Perhaps the most satisfactory way of securing a share of whatever market might develop would be to place an agency with a house at Buenos Aires, which could at the same time undertake to cover the Uruguayan field. Proximity and similarity of conditions make this feasible. The Argentine market is naturally much more important and, if conditions there seemed to warrant sending out a representative to look over the field and place an agency, he should certainly include Uruguay in his trip.

Customs Duty on Machinery—Statistics of Trade.

Brickmaking machinery is, under a law of January 11, 1896, subject to an ad valorem duty of 5 per cent, to which must be added surtaxes amounting to 4 per cent. This duty of 9 per cent is applicable to machinery imported from all countries.

The latest statistics published with reference to brickmaking are for 1908 and refer only to Montevideo. There were in that year 45 establishments making common brick with a moving capital of a little over \$150,000, and real estate valued at about \$130,000. These concerns employed 757 persons and had sales of about \$415,000 in 1907. There were, in addition, three plants making pressed and fancy brick, employing 75 persons and reporting total sales of about \$40,000. One concern was engaged in the manufacture of sand-lime brick, an industry which has since been given up.

In the absence of recent statistics, an idea of the output of Uruguayan brick plants may be obtained from the statement of a leading manufacturer that in normal years Montevideo consumes from 80,000,000 to 100,000,000 bricks, and the rest of the Republic somewhat less. As already stated, practically all of these bricks are made in the country.

The steel rolling mill of the Kawasaki Dockyard Co. at Kobe, Japan, was scheduled to begin operations in June. The plant has a daily capacity of 125 tons.

MARKET FOR STANDARDIZED INDUSTRIAL BUILDINGS.

[Consul E. H. Dennison, Birmingham, England, July 31.]

Regarding an inquiry received from an American firm as to the possibilities offered in the British market for the introduction of standardized industrial buildings, the matter was taken up with an expert in this line. He stated that buildings of this type are most urgently needed in Great Britain for many purposes, and that they will be needed during the period of reconstruction, both in Great Britain and on the Continent. It would be of considerable advantage to an American firm to either establish a branch in this country or else enter into a working arrangement with some good firm of constructional engineers already established in England.

There would be certain obvious obstacles to be met with, but these are not thought to be necessarily insurmountable. The chief difficulty would seem to be due to the smallness and irregularity of the sites at the disposal of builders. Generally speaking, existing conditions require the erection of buildings especially designed to fit the site. Another difficulty is that the erection of these quick-time buildings necessitates the employment of a large number of skilled workmen, who, of course, would have to be mobilized on the spot. Again, there is the difficulty of transporting the materials required. The building industry is reputed to be the third greatest industry in the United Kingdom and employs some 900,000 workmen. Of these, it is reckoned that fully one-third have joined the army. A great majority of the remainder are engaged on Government work. Ordinary building in Great Britain at present is almost at a standstill. Over two years ago the Government issued an order restricting expenditure upon all building operations to a sum not exceeding £500 (\$2,433), but the increased cost of material and labor has reduced the value of the allowance by one-half, so that present-day contracts of the maximum limit really represent only about £250 (\$1,216) of prewar operations.

BRAZILIAN MARKET FOR AMERICAN KNIT GOODS.

[Consul Samuel T. Lee, Rio Grande.]

There is a shortage of supplies of hosiery, underwear, and other knit goods in the Rio Grande consular district, which formerly imported the higher grades of these goods from Germany. There is a special demand for women's and children's leggings in marine blue, white, dark red, and dark Bordeaux and for sweaters and Jerseys of dark blue, cream white, and blue and white stripes.

American exporters have an excellent field here in these lines, especially in hosiery, but they must meet the reasonable terms offered by the European competitors. The trade can not be won if cash against documents is required and if samples are not complied with.

[A list of importers of hosiery, underwear, and knit goods in the Rio Grande district may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices. A sample pair of children's leggings and sample weights of underwear in demand in this market may be examined at the bureau or its district offices. In either case refer to file No. 104424.]

ITALIAN GOVERNMENT REVENUE RETURNS.

[Consul General David F. Wilber, Genoa, July 23.]

The revenue returns of the Italian Government for the fiscal year ending June 30, 1918, and a comparison with the returns for the prewar year 1914-15, and the war years 1915-16 and 1916-17 are contained in *La Finanza Italiana*, published in Rome, July 13, 1918.

During the financial year just closed the revenues of the State were 4,361,910,000 lire, showing a most notable increase both as compared to estimates and the financial year 1916-17, and also to the financial year 1914-15, which may be considered as normal, Italy having entered the war in May, 1915. Compared with the estimates established at 4,021,000,000 lire, there was an increase of 341,000,000 lire; and compared with 1916-17 and 1914-15 there was an increase of 895,000,000 and of 2,350,000,000 lire, respectively.

The principal revenues of the State during the last four financial years were as follows:

Items.	1914-15	1915-16	1916-17	1917-18
BUSINESS TAXES.				
<i>Inheritances.</i>	<i>Lire.</i> 50,402,000	<i>Lire.</i> 64,067,000	<i>Lire.</i> 75,432,000	<i>Lire.</i> 80,516,000
<i>Inalienable property.</i>	5,730,000	6,470,000	6,597,000	6,356,000
<i>Registry.</i>	90,733,000	102,541,000	168,713,000	221,853,000
<i>Stamp.</i>	86,164,000	98,263,000	119,834,000	137,255,000
<i>Surrogations.</i>	29,341,000	29,682,000	34,890,000	46,567,000
<i>Mortgages.</i>	10,877,000	9,308,000	10,577,000	13,666,000
<i>Government concessions.</i>	13,890,000	12,191,000	12,132,000	15,694,000
<i>Bicycles, motorcycles, etc.</i>	8,620,000	9,427,000	10,560,000	7,696,000
<i>Cinematographs.</i>	2,125,000	3,736,000	4,490,000	7,003,000
<i>Jewelry stamp.</i>				4,207,000
<i>Patent medicines.</i>				17,096,000
<i>Restaurant accounts.</i>				2,629,000
Total.	297,885,000	335,685,000	443,245,000	562,438,000
INDIRECT TAXES.				
Tax on manufacture of—				
<i>Spirits.</i>	32,886,000	49,552,000	71,161,000	45,850,000
<i>Sugar.</i>	125,928,000	158,434,000	192,620,000	161,126,000
<i>Seed oils.</i>			2,652,000	1,891,000
<i>Soaps.</i>			4,129,000	24,754,000
Other taxes on manufactures.	44,033,000	50,807,000	46,218,000	33,146,000
<i>Customhouse and maritime dues.</i>	192,968,000	309,385,000	429,462,000	509,758,000
<i>Tax on concessions for export.</i>		15,051,000	32,822,000	31,353,000
<i>Tax on sale of mineral oils.</i>		8,887,000	14,073,000	16,776,000
Duties collected on—				
<i>Sugar.</i>	321,000	403,000	41,302,000	26,725,000
<i>Alcoholic drinks.</i>			33,227,000	45,593,000
<i>Interior excise duty.</i>	48,551,000	48,812,000	48,307,000	35,508,000
<i>Tax on consumption of coffee.</i>			2,527,000	22,611,000
Total.	444,707,000	641,101,000	918,530,000	955,091,000
MONOPOLIES.				
<i>Tobacco.</i>	376,580,000	498,177,000	602,253,000	839,968,000
<i>Salt.</i>	91,327,000	109,059,000	122,318,000	122,388,000
<i>Matches.</i>			17,569,000	63,539,000
<i>Playing cards.</i>				2,346,000
<i>Lottery (net return).</i>	50,185,000	50,824,000	56,034,000	56,734,000
Total.	518,092,000	658,060,000	798,174,000	1,075,975,000
PUBLIC SERVICE.				
<i>Post.</i>	120,507,000	162,406,000	209,551,000	220,643,000
<i>Telegraph.</i>	33,635,000	36,897,000	37,253,000	43,301,000
<i>Telephone.</i>	17,241,000	16,536,000	17,583,000	18,376,000
Total.	171,383,000	215,819,000	264,387,000	282,320,000
DIRECT TAXES.				
<i>Rustic funds.</i>	86,103,000	90,717,000	98,443,000	113,087,000
<i>Buildings.</i>	122,868,000	32,630,000	135,594,000	144,453,000
Income tax:				
<i>Stated.</i>	283,983,000	303,130,000	318,081,000	339,389,000
<i>Estimated.</i>	87,051,000	132,000,000	148,600,000	151,234,000

Items.	1914-15	1915-16	1916-17	1917-18
DIRECT TAXES—continued.				
	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>
War centime.....		47,740,000	207,165,000	253,773,000
Extra war profits.....			99,581,000	432,208,000
Exemption military service.....		8,537,000	20,280,000	8,304,000
Administrators' limited companies.....		247,000	3,070,000	4,423,000
War right collection rents.....			7,561,000	24,443,000
Tax noncombatant soldiers.....			4,335,000	13,406,000
Improved lands.....				1,366,000
Total.....	580,005,000	715,010,000	1,042,680,000	1,486,086,000
Grand total.....	2,012,072,000	2,565,675,000	3,467,016,000	4,361,910,000

Because the revenues of the State have given the increasing return demanded by the continual increase of the burdens occasioned by the war, the Italian financial situation has remained firm. However, several of the sources from which to-day the budget of the State draws abundantly, as for example the war centime and the tax on extra war profits, will be strongly diminished or will altogether disappear on the return of peace, and notable voids will then be opened for which it will be necessary to provide by means of new compensating taxes.

GOVERNMENT PUBLICATIONS FOR SALE.

The following publications were among those received in stock for sale by the superintendent of documents at Washington during the week ended August 17:

Wearing apparel in Argentina (Miscellaneous Series 68, Bureau of Foreign and Domestic Commerce).—Covers commercial standards and customs, geographic features of the country, important cities, selling in Argentine markets, commercial practices, packing, shipping, marine insurance, markets, and particular articles, including men's suits, overcoats, shirts, collars and cuffs, underwear, suspenders, hosiery, pajamas, women's suits, shirt waists, underwear, wash dresses—general industrial conditions, etc. Price, 20 cents.

The properties and testing of optical instruments (Standards Circular 27, 2d edition).—Covers properties of optical instruments, testing of optical instruments, description of tests by United States Bureau of Standards. Price, 10 cents.

SUBSCRIPTIONS TO SEVENTH-YEAR CHINESE INTERNAL LOAN.

[Acting Commercial Attaché A. W. Ferrin, Peking.]

It is officially announced that the total subscriptions to the combined short-term 6 per cent loan of 1918 (\$48,000,000) and the seventh-year internal loan (\$45,000,000) from May 1, the date the loan was offered, to June 30, has been \$44,319,900. The subscription books have been closed, and the unsold balance of bonds will be turned over to the Bank of China and the Bank of Communications as security for the debt of the Government to the two banks.

[Reference to this loan was made in COMMERCE REPORTS for June 12, 1918.]

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

LONDON HIDES AND SKINS MARKET IN JUNE.

[Alfred Nutting, clerk in American consulate general, London, England, Aug. 1.]

London sales of East Indian and other eastern hides of all descriptions in June aggregated 58,981, and 52,806 remained in stock in brokers' hands. Of raw Bengal ox and cow hides 10,433 hides were catalogued but failed to realize. A total of 2,954 China hides sold at the following prices: Shaved Canton, average 11 to 11½ pounds, 67 to 70 cents per pound; average 9 pounds, 70 cents; dry staked Hong-kong, firsts, average 10½ pounds, 62 cents; book folded seconds, average 13½ pounds, 38 cents. Sales of buffalo hides were very limited. Tanned ox, cow, and buffalo hides were confined to varieties not required by the Government; 55,588 hides were sold, Madras cow kips, average 5½ pounds, at \$1.04 per pound; cow kips, average 4 to 7 pounds, \$0.50 to \$0.75.

Tanned goat and sheep skins, East Indian, of which 8,307 were offered and sold, realized the following prices: Goat, Bombay tannages—firsts, average 12 pounds, \$3.53 per dozen; seconds, average 11½ pounds, \$3.41 per dozen; thirds, average 6½ pounds, \$3.90 per dozen; thirds, average 12 pounds, \$2.68 per dozen; thirds, average 6½ pounds, \$2.92 per dozen; sheep, dressed, tanned, East Indian, average 5½ to 10 pounds, \$2.55 to \$3.77 per dozen.

Sales of South African and Australian Hides.

South African hides numbering 3,475 wet-salted and 11,540 dry, brined, and dry-salted hides, kips, and calfskins were imported. Wet salted were not dealt in, and only 1,000 of the other descriptions were sold, realizing the following prices: Dry, best heavy East London, 44 cents per pound; dry salted, 40 cents; and best kips, 52 cents. Of South African sheepskins, 11,680 common Cape (glovers') skins were offered and sold, realizing steady prices. There were 183,977 Cape merino and coarse-wooled sheepskins on sale, but 5,900 medium short and shorn skins were reserved for war-office account and 37,443 sold. The collection chiefly comprised secondhand goods.

Australian and New Zealand offerings included 21,834 ox and cow hides, ranging from 28 to 33 cents per pound. It is stated that the Government proposes to fix a basis for the prices of all imported hides. There were no fresh arrivals of rabbit skins, and it is reported that the market position is uncertain, owing to the decision of the American Government to control imports of these skins and to the lack of information as to the conditions under which licenses will be granted.

REMOVAL OF TOLL GATES IN PRESCOTT DISTRICT.

[Consul Frank C. Denison, Prescott, Ontario, Canada, Aug. 14.]

After a lapse of more than 50 years the four toll gates heretofore located upon the 12-mile highway between Prescott and Brockville, have been removed, the road having been taken over by the townships through which it passes. No toll gates are now located in this part of the Province of Ontario.

NOVA-SCOTIA APPLE CROP.

[Consul General Evan E. Young, Halifax, Nova Scotia, Canada, Aug. 16.]

According to report received by the secretary for agriculture, Province of Nova Scotia, conditions affecting the apple crop in this Province have been more favorable during the past month. Estimates at this time place the yield at from 400,000 to 500,000 barrels. That conditions on the whole have been rather unfavorable is shown by the fact that an average yield approximates 800,000 to 1,000,000 barrels. Last year the crop amounted to 650,000, while in 1911 1,800,000 barrels were produced by the orchards of Nova Scotia.

Although the yield as estimated at the present time is below normal, Nova Scotia fruit growers must find a market outside of the Province for not less than 300,000 barrels, and a number of the growers are now investigating the possibility of marketing a portion of the crop in the eastern part of the United States.

NEW REAL ESTATE BANK FOR CHOSSEN.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 5.]

The Governor General of Chosen (Korea) has just issued a decree authorizing a new real estate bank in Chosen, which will be formed by the amalgamation of the present real estate banks under official protection. The new consolidated bank, called the Development Bank, will have a capital of 10,000,000 yen (about \$5,000,000) and will be authorized to issue debentures up to ten times its paid-up capital. It will start business on October 1.

YARMOUTH-BOSTON, SERVICE DISCONTINUED.

[Consul John J. C. Watson, Yarmouth, Nova Scotia, Canada, Aug. 13.]

The local agent of the Boston & Yarmouth Steamship Co. announces that orders had been received from the Canadian Government withdrawing the steamship *Aranmore* from the freight service between here and Boston. This leaves Yarmouth without any direct service by water with the United States.

A company has been formed in Yokohama, Japan, to turn out a substitute for Portland cement. The new material will be made of lava and lime, which can be obtained in Aomori in large quantities.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern
 Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27356, 27363	General merchandise.....	27360
Automobile tires.....	27358	Hardware.....	27363
Bath room fittings.....	27357	Linen.....	27358
Boots and shoes.....	27353	Margarine.....	27364
Chemicals.....	27355	Steel and steel products.....	27361
Condensed milk.....	27355	Tobacco.....	27358
Cooking utensils.....	27363	Vegetable fiber.....	27361
Ebonite handles.....	27359	Wastes.....	27362
Electrical apparatus.....	27361	Wool.....	27358

27355.*—A firm of import commission agents in Greece desires to be placed in communication with exporters of boots and shoes, chemicals, and condensed milk. Correspondence may be in English. Reference.

27356.†—A firm in Denmark wishes to secure agencies from American manufacturers who are not now represented in Scandinavia, for agricultural implements, such as spades, shovels, rakes, and hand cultivators. Prices, terms, time of delivery, and a sample of a hand cultivator are requested. Reference.

27357.*—A firm in India desires to purchase 200 six-foot porcelain bathtubs, with and without fittings; 200 porcelain lavatory basins, complete with fittings, taps, and traps; 200 porcelain water-closets, with antisiphonage hole, with and without seat covers; 200 three-gallon pull-chain water flush tanks, complete with chain, handle, ball cock, etc.; 100 earthenware or porcelain kitchen sinks, complete with fittings; 100,000 feet $\frac{1}{2}$ to 2 inch galvanized pipe and fittings; 50,000 feet of 4-inch cast-iron soil pipe, $\frac{1}{8}$ -inch metal, in 6-feet and cut lengths. Terms, cash against documents. References.

27358.*—A man in Switzerland desires to purchase automobile tires, wool, linen, tobacco, and manufactured articles. Correspondence may be in English. Reference.

27359.*—A man in France wishes to represent American manufacturers of ebonite handles of a quality similar to sample which may be examined at the bureau or its district offices. Refer to exhibit No. 104,926. Cash will be paid against documents. Correspondence should be in French. Reference.

27360.†—A representative of an Australian firm, who is now in this country, desires to secure agencies for American goods suitable for the Australian market. References.

27361.*—An agency is desired by a man in Italy for vegetable fiber, insulating and refractory materials, electrical apparatus, files and points for lathes, and steel and steel products. Correspondence should be in Italian or French. References.

27362.*—A commission merchant in Spain wishes to secure agencies from American exporters of wastes of worsted. Correspondence may be in English. References.

27363.*—A firm in South Africa desires to purchase in original case lots, enamel ware, tools, agricultural implements, shoe grindery, aluminum and steel cooking utensils, padlocks, carriage bolts and nuts, axes and hatchets. Cash will be paid for best discounts. References.

27364.*—A firm in Jamaica wishes to purchase large and regular shipments of margarine of the better quality, usually packed in 28-pound tins. Cash will be paid. Correspondence may be in English.

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DEPARTMENT OF COMMERCE

For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year



No. 199 Washington, D. C., Saturday, August 24 1918

CONTENTS.

	Page.		Page.
Portuguese prohibition on exportation of olive oil.....	737	Third advance on Chinese second reorganization loan.....	744
Additions to the export conservation list.....	737	Sugar production in the Puerto Cabello district.....	745
Imperial war conference in London.....	737	Tunny fishing results in Tunisia.....	745
Sugar consumption in Algeria.....	740	Motor cars and public roads in foreign countries.....	746
This year's Greek tobacco crop.....	741	Imports of rice into Jamaica.....	752
Dye expert wishes to represent American firm.....	741	Offices of the Bureau of Foreign and Domestic Commerce.....	752
Plans to make world harbor for Shanghai.....	742		

PORTUGUESE PROHIBITION ON EXPORTATION OF OLIVE OIL.

[Consul General W. L. Lowrie, Lisbon, July 26.]

As olive oil is considered a necessity in Portugal and as the future crop of olives will not be equal to the local demand the Government has prohibited its exportation, excepting to the islands of Azores and Madeira and the African colonies. Sardine packers are prohibited from using olive oil of more than one degree acidity and must pay a tax on all oil used, either domestic or foreign, amounting to 0.20 escudo per kilogram. Prices of olive oil are fixed at 0.60 escudo per liter to the producer, 0.68 escudo to the wholesaler, and 0.72 escudo to the retailer.

[Escudo, recent quotation, about \$0.61; kilo, 2.2 pounds; liter, 1.057 liquid quarts.]

ADDITIONS TO THE EXPORT CONSERVATION LIST.

The War Trade Board announces in a new ruling (W. T. B. R. 208) that further additions have been made to the export conservation list, effective August 24, 1918. A revised export conservation list, dated August 24 and containing the additions effective on that date, has been sent to all individuals and firms on the mailing list of the War Trade Board.

Additional copies of the above list may be obtained either from the War Trade Board, Washington, D. C., or from branch offices.

IMPERIAL WAR CONFERENCE IN LONDON.

[Commercial Attaché Phillip B. Kennedy, London, England, July 23.]

The Imperial War Conference and the Imperial War Cabinet have been holding important sessions in London during the past month. The Imperial War Conference, which is a deliberative body, has devoted considerable time to discussing matters of imperial policy. The War Cabinet, which is more of an executive body, is the authority to whom the Conference reports its decisions.

A large number of representatives of the Dominions have been present in London in connection with these conferences. The War

Cabinet, which has included the Prime Ministers of the Dominions, has discussed fully and passed resolutions on most important matters relating to peace negotiations and future imperial economic policy. The Imperial War Conference has been attended by Cabinet ministers and other representatives of the Dominions, a considerable number of whom have been in London. The Canadian Cabinet had in London at one time not only its Prime Minister but also 5 or 6 Cabinet ministers. General Smuts, of South Africa, who has been permanently attached to the war cabinet, has been joined for the Conference by the Minister of Railways of the Union of South Africa. The Prime Minister of Australia, Mr. W. M. Hughes, was accompanied to London by the Minister for the Navy of the Commonwealth, the governor of the Commonwealth Bank, the solicitor general, and a representative of the Australian Shipping Board. New Zealand has been represented by its Prime Minister, Mr. Massey, and its Treasurer, Sir Joseph Ward. The Prime Minister of New Foundland has been present and the premiers of a number of Canadian States. This large representation of prominent officials from the Dominions has given unusual authority to the meetings at this time. In view of the great services of the Dominion during the war it has also been the policy of the British Government to attach particular importance to this conference and to take up intimately with the Dominion representatives the most important matters of imperial policy.

So far as can be gathered from the public utterances of the Dominion representatives it appears that the Dominions are very much interested in the strong development of close imperial cooperation in matters of economic policy. Australia and New Zealand are greatly interested in retaining the German colonies in the Pacific and in combatting German trade after the war.

Resolutions Adopted.

Although not very many announcements have been made regarding the resolutions passed by the Imperial War Conference, a general outline has been given of the resolutions. The Prime Minister Mr. Lloyd-George, announced in an address before Canadian journalists that matters relating to peace had been discussed intimately with the Dominion representatives, and it is understood that certain confidential resolutions have been passed relating to post-war economic policy.

It has been publicly announced that an important resolution was passed dealing with the British nonferrous metal industries act, which aims at freeing the British Empire from dependence on German-controlled organization. The Dominions have been asked to pass legislation similar to that embodied in the British non-ferrous metal industries act, which makes it necessary to obtain licenses for trading in metals. [See COMMERCE REPORTS of Apr. 1, 1918, for discussion of the act.]

Another important resolution related to the dye industry, and it is understood that the Dominions have been asked to cooperate with the Imperial Government in protecting the developing British dye industry in the British Empire.

One of the most important matters that has come up before the Imperial War Conference and the War Cabinet has probably been that relating to the future control of imperial raw materials, Mr.

Bonar Law, Chancellor of the Exchequer, announced in Parliament that arrangements were being made with representatives of the Dominions for the control of imperial raw materials as the basis for inaugurating negotiations with other Allies for some joint action in regard to the control of raw materials after the war. A special committee of members of the Imperial War Conference has been appointed to consider the best methods by which essential raw materials may be obtained. After the British Government has perfected with the Dominions a plan for obtaining control of the raw materials of the Empire, it is expected that representations will be made to the United States and to the other Allies for some common action. The Inter-Allied Parliamentary Conference of Commerce, held in London July 2 to 5, at which were present Parliamentary delegates from most of the allied countries with the exception of the United States, passed resolutions approving Mr. Bonar Law's statement in Parliament that the British Empire was taking preliminary steps to bring up allied control of raw materials. There is probably no after-the-war policy which has received more serious attention than this of the control of raw materials, and it is probable that very definite progress is being made by Great Britain looking to effective future action.

The Imperial War Conference has considered various matters relating to the effective development of inter-Empire trade, such as transport, news service, parcel post, statistics, and emigration, and cable service. The Dominions, recognizing the importance of transport, no doubt hope that soon after the war arrangements will be made for improving direct steamship connections between Great Britain and the Dominions. Considerable attention has been given to news service, and it has been recommended that the news which goes to the Dominions should come from a British source. This has been largely true in the past, but there is evidently a desire to secure for the Dominions more comprehensive news service than formerly. An appeal has been made for reducing the rates for cable service, which will be of assistance to business and especially in the transmission of news. A proposal for an imperial bureau of statistics in London looks to more adequate transmission and compilation of information from the different parts of the Empire.

One of the most important questions has had to do with emigration. The British Government has been considering recently the formation of a central committee to control emigration from the United Kingdom. The Imperial War Conference has cabled the Dominions affirming the principle by which intending immigrants may be settled in territory under the British flag and asking co-operation with a proposed consultative committee in London, including representatives of the Dominions. The conference has also discussed the question of giving preference in Government contracts to Empire raw materials.

Imperial Economic Policy.

It would appear that the representatives of the Dominions are anxious that immediate consideration should be given to the important matters discussed relating to the closest cooperation of the different parts of the Empire. It is not so certain, however, that the British Government will be prepared to finally perfect a program of future economic policy during the war. Mr. Bonar Law, answer-

ing a question in Parliament on July 17, said that the imports and exports bill [see Commerce Reports of Dec. 21, 1917, and Feb. 2, 1918], which is preliminary to any after-the-war economic policy would not be brought forward until autumn, and that it was impossible to make any statement on economic policy before the adjournment. Future economic policy, he said, was being considered as seriously as possible in war time, but that this was a problem to be solved after the war. The imports and exports bill, which has been prepared for some time, was brought forward by the Board of Trade to keep in Government hands the control of trade for a period of some three years after the war. The Government might at its discretion continue the policy of import and export licenses for the period of the bill. If this bill is passed it will give the Government power for a certain period after the war to enforce any trade regulations which might be passed.

The question of an imperial preference tariff has not been given any open discussion of moment during these meetings in London. There is undoubtedly a great deal of sentiment in favor of a policy of this kind both in the Dominions and in the United Kingdom. The tariff question in the United Kingdom, however, is an issue on which there is as yet no unity of opinion. The old free-trade sentiment in the Liberal Party is evidently unchanged. The Labor Party is still evidently opposed to any policy which would affect cheap food and cheap raw materials, and it also has committed itself to resolutions favoring an open door economic policy after the war as the best way of guaranteeing future peace. Before the United Kingdom can come to a definite decision on the tariff probably the issue will have to be joined by the conflicting interests, and this may be something which the Government will not care to bring up during the war. Probably Mr. Bonar Law's statement that future economic policy is receiving as careful consideration as is possible during the war and that this is primarily a question for after the war is about as accurate a statement as could be obtained of the general situation. The Imperial War Conference, however, has brought before the public mind many of the questions which may have to be worked out before a great while, and it therefore is of interest to note the lines along which discussion has taken place.

SUGAR CONSUMPTION IN ALGERIA.

[Consul Arthur C. Frost, Algiers, July 24.]

Algeria consumes from 35,000 to 40,000 metric tons of sugar annually. This supply comes entirely from abroad. The scarcity of sugar since the war has led to consideration of the possibility of beet-sugar culture in the colony.

In 1917 a number of colonists sowed sugar beets, the seeds being furnished by the Government, and an establishment was set up for the distillation of alcohol from the crop. The project, however, is still in an embryonic stage.

The analyses made indicate that beets can be raised here comparable in sugar content with European production. There are at present no sugar plantations or refineries in the country and no development of appreciable importance is contemplated.

THIS YEAR'S GREEK TOBACCO CROP.

[Vice Consul W. P. George, Athens, July 9.]

The domestic consumption of Greek tobacco is greater this year than in 1917.

There still remains unsold in the hands of speculators and planters about 12,000,000 okes, or 33,858,000 pounds, of the old stock, which has been withheld from the market on account of export duties, want of transportation facilities, high freight, and insurance rates, difficulties presented by the United States import regulations, and the fact that competing countries—Japan, China, and East India—by reason of a comparative freedom from war risks, are enabled to supply Pacific and Egyptian ports.

Italy has purchased about 1,000,000 okes, or 2,821,500 pounds, of this year's tobacco, but further purchases have been discouraged or checked by the high prices asked and the depreciation of the Italian lire.

The present demand is negligible and without immediate prospects of being strengthened. Egyptian markets are stocked for at least six months to come.

According to reliable sources of information the following should be a reasonable advance estimate of the 1918 Greek tobacco crop, except in the event of an unexpected weather change:

Districts.	Pounds.	Districts.	Pounds.
Islands of New Greece:		Districts:	
Samos.....	4,232,250	Argolis.....	11,286,030
Mitylen.....	3,335,800	Other Peloponnesus.....	2,257,200
Chios.....	1,975,030	Aetolo-Acarnania:	
Lemnos.....	561,300	For local consumption.....	4,232,250
Islands of Old Greece:		For export.....	14,107,500
Amorgos.....	282,150	Attica-Borotia.....	561,300
Paros.....	423,225	Thessaly-Pthiotis.....	42,322,500
Naxos.....	141,075	Epirus-Iannina and Preveza.....	2,257,200
Myconus.....	56,430	Saloniki and Caterini.....	11,286,030
Tinos.....	141,075		
Nios.....	56,430	Total.....	99,570,735

Judging from the present absence of disease among the plants, the crop of 1918 should be of excellent quality.

Prices to Planters in 1917.

The prices of this year's tobacco will approximate those of the 1916 crop, and will be about 50 per cent lower than those of 1917. The prices per pound to the planters for 1917 were: Pthiotis, \$0.8208 to \$1.026; Islands, \$1.094 to \$1.162; Aetolia and Acarnania, \$1.094; Argolis and Corinth, \$0.478; Thessaly, \$0.6840 to \$1.026.

Dye Expert Wishes to Represent American Firm.

Consul Augustus E. Ingram, of Bradford, England, has transmitted the name of a local dyeware expert who wishes to represent some American firm manufacturing dyestuffs. This dyer has had very extensive experience and has a practical knowledge of the requirements of color users in the Yorkshire textile district. His name may be obtained from the Bureau of Foreign and Domestic Commerce of its district and cooperative offices upon referring to file No. 103101.

PLANS TO MAKE WORLD HARBOR FOR SHANGHAI.

[Consul M. F. Perkins, Shanghai, China, July 18.]

The Whangpoo Conservancy Board has made its report on the plans to make a world harbor for Shanghai, according to the Shanghai Gazette. It is recommended that an expenditure of 40,000,000 to 45,000,000 taels be made to make the Whangpoo into a lake whose shores will be one continuous line of docks and ship-building plants with wharves that will handle in modern and in most economical manner the enormous commerce which China's recent advancement now makes certain.

After considering the whole problem of ocean transportation in its largest aspects the following conclusions are reached, according to the Gazette.

Preliminary Considerations.

The opening discussion in the report may be condensed, as follows:

Passenger and mail traffic show constantly increasing demands for rapid and safe communication.

The development of sea trade and harbor technique has hitherto tended toward concentration. In those countries where trade is as yet little developed, progress will go in this direction.

When the Chinese harbors are to be provided with deep-water quays, the handling of cargo will be done by mechanical appliances in spite of labor conditions.

The trade between Asia and other continents will in the immediate future increase enormously.

The construction of the Panama Canal insures the traffic on the Pacific and the Indian Oceans making great progress as compared with the traffic on the Atlantic.

Among the merchants and mercantile fleets which will benefit by the increase in trade on the Pacific and the Indian Oceans, the Asiatic hold a specially favorable position.

It is to be expected that the world will no longer fail to obtain the cooperation of China in the development of intercourse on the oceans. A step in this direction is the construction of modern harbors in China.

A question of paramount importance is therefore: To which harbor or harbors in Asia will the express traffic across the Pacific be directed? From a glance at the map, and from what has been said previously, it may be concluded that this harbor can only be found in Japan, or on that part of the Chinese coast which faces Japan—probably in the vicinity of the Yangtze estuary. If a Japanese harbor becomes the terminus for express liners, the journey to the continent must be made by secondary ships. If, on the other hand, these liners proceed to the Chinese coast the sea journey is once and for all completed.

If at a suitable point of the east coast of China a modern harbor is arranged, there is no doubt that this harbor will be frequented by even the greatest liners engaged in express traffic.

In the following it will be shown that all trade between foreign countries and half the Chinese population must necessarily pass through a port in the vicinity of the Yangtze estuary. The amount of goods that will pass this door will correspond to the import and export demands of more than one-tenth of the total population of the earth.

When to this is added that the major part of this trade will be bound for very distant countries, viz, America and Europe, it is obvious that to this point of the globe will be directed the very largest cargo ships that travel on the oceans.

That the need for transport facilities of the 180,000,000 inhabitants of the Yangtze Valley during some appreciable time in the future could be filled by a harbor at any other place than at the Yangtze estuary can not be conceived unless, for reasons which have nothing to do with the needs of the population, the development is led into such routes as are entirely contrary to the sound development of sea trade.

Economic Value to Shanghai.

What economic value should be attached to the possibility of constructing such a harbor in immediate proximity to Shanghai it is difficult to say, but as a parallel case Hamburg may be mentioned. When the question of bringing the free harbor into immediate connection with the town was mooted, Hamburg did not hesitate to sacrifice a whole quarter of the town with 1,000 houses and inhabited by 24,000 people. It is obvious that it would be of paramount benefit to Shanghai if within its sphere or the limit of its natural extension could be situated one of the important centers of traffic of the world.

The resources of Shanghai in men, measures, and money are comparable with those of any other city in China, and it would thus appear that there is every reason to believe that Shanghai should be able to secure for itself the future preponderance which a well placed and accessible Yangtze estuary port will attain.

Could Dredge Wider Channel.

There are, however, other means than dredging by which the water depth can be increased. One is to narrow the distance between the normal lines, but this is not a practicable solution as it would entail not only severe consequences to raparian owners but also prove fatal to navigation. The other is to increase the tidal volume and the fresh-water discharge. One idea would be to open up by dredging a wider channel between Sungkiang and the Hsi Tai Lake and to dredge a canal from the Tai Hu out of the Yangtze at about Kiangyin. This canal should at the end toward the Yangtze be closed by lock gates to be opened when, owing to tidal conditions in the Yangtze, the water level in the Yangtze is higher than in the lakes, but closed if conditions are opposite.

This canal would then supply an intermittent stream of water from the Yangtze to the big lakes. The water would, of course, be very heavily charged with silt, but that would not have any influence upon the result as the silt would soon settle in the big lakes and the water discharged from them down the Whangpoo would upset the present stable conditions and a scouring out of the river bottom would occur.

May Make Whangpoo a Lake.

A different course seems, however, to be open by means of which any water depth in the Whangpoo can be maintained if once produced. It consists of closing the Whangpoo with lock gates and so transforming the whole Whangpoo River into a continuous dock harbor with a water level corresponding to the mean water level at Woosung. This level is 1 or 2 feet below the Hsi Tai Lake's mean level, and 7 or 8 feet above Woosung horizontal zero.

In respect to the cost of closing the Whangpoo and building the necessary locks a summarily made estimate has given a total of 45,000,000 taels.

The immediate result will be an increase of the available water depth throughout the Whangpoo of 7 feet, thus bringing the minimum water depth in the fairway up to a little more than 30 feet. All the present wharves along the shores of the Whangpoo will be subject to the same increment in their effective water depth, and their values will rise accordingly.

Last but not least it should be noted that as the influx of silt in the Whangpoo will cease all further training works and most of the dredging on this account will stop. If this scheme has thus held good in comparison with an open harbor it remains to compare it with any other dock harbor situated at any place on the south shore of the Yangtze.

Advantage of Whangpoo Lake.

We consider the statement warranted that the transformation of the Whangpoo into a dock harbor will not be more expensive than the arrangement of a special dock harbor on any other place, while, on the other hand, the former project has the paramount advantage of the harbor being in immediate connection with Shanghai. This advantage, which can not be overestimated, turns the scale in favor of the project of closing the Whangpoo.

On the other hand, the transformation of the whole Whangpoo to a dock harbor gives us between Woosung and Shanghai a length of shore of about 38 miles, along which deep-water quays can be constructed. The basin has a width of 1,000 to 2,250 feet, which is sufficient for the very largest vessels; its area is 6.8 square miles, an area seven times that of the London docks and two and one-half times the size of the present harbor can be continued even

above Shanghai, and that basin can be dredged out anywhere in the plain along the river. We question whether any other harbor possesses possibilities for development which can be compared with those of Shanghai.

Accommodations for Largest Ships.

The present tendencies of shipbuilding and the corresponding development of modern world harbors of the first rank in regard to draught and depth is a study by itself. Suffice it to say that while naval architects and harbor engineers now agree that the new cargo carriers and liners of the immediate future will have a draught of at least 10 meters (33 feet) and probably more, the actual future practicable and economical limit is not reached and that a limit varying from 11 to 15 meters (36 to 50 feet) is indicated by the present authorities on the subject.

Without dealing with this subject to any further extent we consider the statement warranted that the harbor which is required at the Yangtze estuary must be provided with such a water depth as to accommodate the largest ships which can at present pass the Panama Canal and that the situation of the harbor must be such that an increment of another 5 or 10 feet shall be possible.

In order to allow the harbor of being entered by all the vessels which at present can pass the Panama Canal it is required that the water depth at lowest low water in the harbor proper shall be 40 feet and in the approaches, if tidal, 36 feet. Furthermore, it should be possible to increase these water depths in the future by another 5 or 10 feet if and when the steamers plying on the Pacific grow to such a size as to necessitate it.

The question as to how to obtain access for deep draught vessels to this harbor remains as yet undiscussed. In the following we shall endeavor to tackle this problem.

The only possible scheme seems to be to increase the scour in the fairway with a preservation or even a light diminution of the total flow in the south channel, by narrowing the same.

As regards the cost, our preliminary investigations have shown that the total is not likely to exceed 40,000,000 taels.

This project has, as compared with that previously described, the following advantages.

The other branches of the Yangtze would not be influenced to any appreciable degree.

There would be no permanently increased silt transportation through the regulated channel.

There would be no danger of scour in parts of the south channel other than those directly effected by the regulation.

There would be no danger of the water taking a new or undesired course.

THIRD ADVANCE ON CHINESE SECOND REORGANIZATION LOAN.

[Acting Commercial Attaché A. W. Ferrin, Peking, July 15.]

An agreement has been signed by Tsao Ju-lin, Minister of Finance and of Communications, and the Yokohama Specie Bank for a third advance of 10,000,000 yen on the so-called second reorganization loan.

This advance is on the same basis as the first advance, in August, 1917, and the second, in January, 1918, each of which was also for 10,000,000 yen.

The interest is 7 per cent and the security the surplus revenues of the salt administration.

The loan will be repaid out of the second reorganization loan, if made by the consortium, otherwise it will be treated as a Japanese loan, to be repaid in cash in one year.

The advance is understood to be made with the concurrence of the consortium banks.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

SUGAR PRODUCTION IN THE PUERTO CABELLO DISTRICT.

[Consul Frank Anderson Henry, Puerto Cabello, Venezuela, July 26].

Sugar production in this part of Venezuela is chiefly confined to the making of brown cones known as "papelón" for domestic consumption. These sell at a low price—about 3 cents per pound—and are largely consumed by the people. There is at times a small surplus for export. There are two modern sugar centrals, both constructed since 1914. The one near Valencia has a capacity of 800 tons of cane per day, and during the December to June grinding season just ended produced about 35,000 bags of 96° centrifugal sugar. The other is a much smaller one, located near Barquisimeto, and grinds about 80 tons daily. The former exports its entire output to the United States, while the latter sells locally. Plans have been made for the construction of other modern mills, but difficulties have been encountered in securing machinery. There are no sugar refineries in this district.

The brown sugar or papelón is produced on scores of small plantations, some of which work under the most primitive conditions, using bullocks as the motive power for their machinery. On the other hand, the factories on some of these are quite large, grinding more than 50 tons of cane per day and using either steam or water power. Many of these plantations also produce rum.

Grinding of cane for making papelón is usually carried on more or less all the year round for so many days in the week as the cane supply necessitates. This practice, however, is modified by weather conditions in certain localities. There are no figures available as to the local production of papelón, but the aggregate is very considerable. The region near Barquisimeto in particular has many plantations devoted to its production.

There is transmitted a list containing the names of the principal cane plantations in this district. A large number of the very small producers have of necessity been omitted. As far as is known, all the plantations are owned by Venezuelan capital.

[A copy of the list referred to can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by reference to file No. 105015.]

TUNNY FISHING RESULTS IN TUNISIA.

[Consul Edwin Carl Kemp, Tunis, Tunisia, July 29.]

According to the Tunisie Française of July 18, 1918, the tunny season just ended has given the following results: Station of Sidi Daoud, 1,600 fish; Ras El Amar, 400; El Aouaria, 308; Ras Marsa, 13; Monastir, 298; Kuriate, 1,500; Bodj Khadidja, 320; or a total of 4,439 fish.

The poor season is evident when this figure is compared with the total of 25,000 tunny caught in ordinary times.

The sale price, although high, is said not to cover the cost of production.

The Italian Government is reported as the heaviest buyer this year, paying about 8 francs per kilo (about 70 cents per pound) for the canned article. The tunny roe, salted and dried, is worth about 33 francs per kilo. Before the war it was only worth 5 francs per kilo.

MOTOR CARS AND PUBLIC ROADS IN FOREIGN COUNTRIES.**CHINA.**

[Consul A. E. Carleton, Hongkong, June 19.]

For some years past the government of the colony of Hongkong has paid considerable attention to highways, both on the island of Hongkong and the territory on the mainland, and within the past three years great progress has been made in extending the road mileage. This progressive attitude received its impetus from the increasing demand of automobilists, not from the standpoint of business but from that of pleasure. The motor cars were originally confined to a few miles of highway on the island, but the insistent demands of the garages catering for pleasure seekers and the private owners of a few cars caused the government to make generous provisions for a large extension of roads suitable for motor traffic. From a few miles of available highway the mileage has increased to 110, and 35 more miles are planned for. The colony has appropriated about \$144,000 gold for maintenance of roads and \$547,500 gold for new roads, the greater portion of which has already been spent. As soon as money is available the government will undertake further extensions.

Asphaltic Mixtures Used on Roads—Mode of Transportation.

On the island of Hongkong and to a considerable extent on the mainland the government is introducing asphaltic mixtures, such as asphaltic sand and carpeting laid upon Portland cement concrete foundations. These methods are proving successful. It is absolutely necessary to build as permanently as possible, as the climatic conditions, particularly the heavy rainfall, averaging 80 inches a year, demand the most thorough construction. The bridges on the roads constructed during the past few years are generally concrete, as steel bridges need a great deal of care, with a corresponding high cost for upkeep.

The nature of the roads on the island is such that motor cars can be employed in only a limited way; the use of trucks is therefore restricted, but there does not appear to be much demand for them. The method employed in moving merchandise from the docks to shops or for the transportation of other heavy articles is that of the two-wheel truck pulled by coolie. This method apparently serves the purpose, as Hongkong is not a manufacturing center and the necessity of modern method in handling goods is not so apparent as it might seem, considering that the total population is approximately 500,000.

Import Duties—Gasoline Prices—Number of Vehicles.

There are no customs duties on motor cars, as Hongkong is a free port, with the exception of duties on liquors and tobacco; and there are no local requirements other than the usual police regulations pertaining to speed, licensing of drivers, and similar restrictions.

The price of gasoline in the pre-war period was \$7 Hongkong currency per case of 10 gallons, and the price at present is \$9.50 Hongkong currency. Owing to difference of exchange the price now is 25 per cent higher.

The following number of vehicles are licensed: Motor cars, 175; motor trucks, 5; hand trucks, 1,244; rickshas, 2,642; and chairs, 869. The motor cars are practically all American; in fact, it might be

stated that the American car dominates the Hongkong market. The garages prefer cars that will accommodate seven passengers, but the private owners prefer four-passenger cars. Of the total number of automobiles in the colony there are hardly half a dozen that are ever used for business purposes by their owners.

[Consul A. A. Williamson, Dairen, Manchuria, June 7.]

Manchuria Has Few Roads Suitable for Motoring.

There has not been much construction of roads suitable for motoring throughout Manchuria. Of course, many fairly good roads have been built, using the labor of the district through which the road runs; but few of these roads are suitable for motoring. At present there are but three places to which cars ordinarily go outside of Dairen, namely, Star Beach (Hoshigaura), a seaside place $5\frac{1}{2}$ miles from the center of Dairen; Rokotan, some 3 miles from the city limits; and Fukasho, a watering place about 6 miles out to the sea beach. The road to Star Beach was specially constructed for autos and rubber-tired vehicles and is a fine road. The other two were originally built by the Russians, and, while they have been kept in good trim, are not nearly so good as the first. Mud in the rainy season and dust and stones are the drawbacks. There is a fair road to Port Arthur, a distance of a little more than 33 miles by road, but one or two bad places prevent motor cars from using it. Doubtless this road will be improved in time.

Streets of Dairen Improved—Carts Used for Hauling.

The expenses for road building are all paid by the Government General and are contained in the annual budgets, but it is difficult to separate street from road building expenses. Considerable sums have been spent in improving city streets, and the streets of Dairen are now admirable. They are made of bluestone covered with hot tar and fine gravel, well rolled, and the effect is about the same as asphalt. Heavy cart traffic is limited to certain routes and streets. The Chinese cart is very destructive to good roads, and this will doubtless prevent much being done with country roads for some time to come. There are no noteworthy projects in the way of road building now under way.

Bridges are generally built of timber but are usually strong on account of the heavy carts. There is no difficulty with bridges, as there are few streams in this country, and the bridges are generally short, not exceeding 10 feet.

The usual method of transporting goods from place to place is by Chinese cart. This is a strong, two-wheeled cart drawn by two or more mules or horses. Many good mules are seen in this district. The horses are of the Mongolian pony type. In the city, carts must have 4-inch tires.

No Demand for Motor Trucks—Dairen a Free Port.

There are now some fifty-odd passenger cars and two or three commercial vehicles in Dairen. The post office has one motor car for mail and the Yamato Hotel is expected to have one for bringing baggage from the wharf very shortly. Commercial automobiles or trucks do not seem to be in demand here.

Dairen is a free port, and no customs duty whatever is chargeable, by treaty with China. On goods going into the interior, across the

boundary, the usual Chinese customs duty becomes leviable, not more than 5 per cent.

Practically all of the automobiles here are of American manufacture. The Government has recently put into force a system of registration with estimated values under which they may take over private cars in war time, if necessary, reimbursing the owner at the estimated value.

MEXICO.

[Consul John R. Stillman, Guadalajara, June 7.]

The State government of Jalisco, in connection with the Automobile Club of Guadalajara, is constructing at the present time an automobile road between this city and the town of Chapala, a summer resort situated on Lake Chapala and about 40 miles distant from Guadalajara via the automobile road.

There is also in process of construction an automobile road to connect Guadalajara with Aguascalientes. There are two routes under consideration. One is from Guadalajara to Santa Maria, a station on the old Mexican Central Railway, thence by rail to Aguascalientes. Under this plan the automobile road would be 180 kilometers (112 miles) long. The other plan is an automobile road all the way to Aguascalientes, a distance of 235 kilometers (146 miles).

State Aids Road Construction—Bridges.

The line from Guadalajara to Chapala has been aided by the State government to the extent of about 20,000 pesos (\$9,970, converted at normal exchange rate) up to this time. The rest of the expense has been borne by the Automobile Club of this city. The proposed line from Guadalajara to Santa Maria is a private enterprise which, up to this time, has not received any appropriation from the government.

Inasmuch as the operation of motor vehicles is a very new enterprise in this consular district, the roads of the country would have to undergo considerable improvement in order to be made suitable for such traffic.

The Santiago River traverses this State in its route from Lake Chapala to the sea, and as many as nine principal bridges have been constructed for the convenience of the different sections in reaching each other and this capital. Three of the bridges are ancient Spanish structures and, like all the work of that era, are very substantial and enduring; the construction is of stone arches, supporting a roadway of cement and cobble stones. These have been in use for at least two centuries.

Transportation Methods.

The method of transportation used in Mexico, apart from that of the railways, is by heavy wagons and carts drawn by mules and oxen. The oxcarts are often quite primitive, the wheels consisting of a heavy circular cut from a large tree. These large heavy carts, are drawn by as many as 4 yoke of oxen or 11 mules. The mules are arranged in three sections; two larger wheel mules support the tongue of the cart; in front of these are four abreast, and in front of these four are five leaders abreast. These teams, whether oxen or mules, carry a load of a ton and a half over the roughest roads and up very steep hills where ordinary teams could not pass with a load.

Pack mules and burros are also of common use. The pack trains can go over mountain trails and rough roads where it is impossible for any vehicle to pass. Formerly all the merchandise imported into and exported from Guadalajara was handled by long trains of pack mules and burros, which went as far as the coast.

There are no freight motor vehicles in use in this city or district, all the freight delivery from and to the railway stations being made by mule carts. There are as many as six motor busses in use in the city and running to and from Lake Chapala. The highest number of registered automobiles, public and private, is 243. Of this number, 174 machines belong to members of the Automobile Club of Guadalajara. In addition to the automobiles in Guadalajara, there is automobile service at Verdía and Cofradía, in the State of Jalisco, stations on the line from Guadalajara to Colima.

SCOTLAND.

[Consul H. Albert Johnson, Dundee, July 8.]

Owing to the enormous increase in motor traffic that is looked for after the war, special attention is being directed to the question of the upkeep and improvement of Scotland's highways. It is reported that the question of the nationalization of the roads is now being favorably discussed in certain influential quarters, as this appears to be the simplest and most effective solution of the difficulties caused by heavy traffic in many different districts. It appears that up to the present time the conditions pertaining to road administration have been regarded as somewhat unsatisfactory. As matters stand at present, the local authorities are considered to be greatly handicapped, owing to a lack of funds and the want of administrative specifications. It can hardly be expected that much can be accomplished in the way of improvement while the war lasts, although it is believed that it would prove desirable to give consideration to the matter now and adopt a definite line of policy that would be likely to meet the requirements when peace comes.

TRINIDAD.

[Consul Henry D. Baker, July 8.]

There are approximately 600 miles of roads in Trinidad suitable for motor-car traffic. This island is not yet entirely opened up by good roads and probably will not be until after the close of the war. In some districts near the coast considerable use has to be made of the sea beach for hauling coconuts, copra, cocoa, and other produce. It would greatly facilitate successful operation of plantations if motor trucks of about 1½ tons capacity and having trailers of the same capacity would be more largely introduced. The trucks should have four-wheel drives to enable them the better to get over sandy soil, sea beaches, etc. Such trucks could make three trips in the same time that it would take a cattle cart carrying only 1,500 to 2,000 pounds to make one trip.

Railways of Trinidad—Maintenance of Roads.

The railway system of Trinidad, which is owned and controlled by the Trinidad Government, has so much competition with coasting traffic that there is not much effort to develop it. The more important towns are on the coast, and most of the important estates

are within such easy access of the coast, by roads admitting of cart or motor traffic, that there is no pressing need of further railway development. The principal line is between Port of Spain, the capital and largest city, and San Fernando, the second largest city. From San Fernando to Brighton by the famous asphalt lake, a distance of 15 miles, there is no railroad, but there is a good motor-car road and also good service by boats. The most frequent and regular railway trains are between Port of Spain and San Fernando. Other railway lines are mostly spurs or branches for short distances from this main line. There are no lines terminating on the north, east, or south coasts of the island. The railway development of the future would probably be in the nature of extensions of existing lines from Port of Spain all the way to the sides of the island not yet reached by rail. Motor cars and trucks and bullock carts are used a great deal at present between the coasts and present railway termini.

The latest report of the public works department for the year 1917 states:

The main roads of the colony were maintained generally in good order at a cost of £81,743 (\$397,801), or at an average rate of £79 (\$384) per mile. The local roads in districts where there are no local road boards were maintained in fair order at a cost of £20,297 (\$98,775), or at an average of £36 (\$175) per mile.

We are devoting every energy to the increase in the length of oil-bound surfaces, but conditions have been greatly against us in the year under review. The very short spells of continuous dry days hamper oiling and penetration work sadly, while difficulties of transport have prevented any single district from getting its full supply of good stone. We continue to seek for local quarries.

Importation of Motor Cars Prohibited—Customs Duties.

There are at present more than 750 motor vehicles registered in Trinidad, about 100 being motor trucks. Motor trucks for transport of freight, delivery of parcels, etc., are not as yet much used, although the advantages are beginning to be recognized, and when conditions of importation become easier many will doubtless be imported. After August 1, 1918, motor cars and other vehicles are on the prohibited list of imports into this colony, this apparently being in order to save shipping for goods deemed more urgent.

The duty on motor cars and motor vehicles entering Trinidad is 8 per cent ad valorem British preferential tariff and 10 per cent ad valorem general tariff.

In 1916 the imports of motor cars from the United States amounted in value to \$128,484, and from the United Kingdom to \$4,879.

Locally produced gasoline is used. By agreement among producers it is sold at 48 cents per imperial gallon (1.2 gallons).

VENEZUELA.

[Consul Homer Brett, La Guaira, May 14.]

In 1910 there were only about 80 miles of highway practicable for wheeled vehicles in all Venezuela. Since that year 390 miles of new roads have been constructed and 885 miles of once existing ways have been restored to usefulness, making a total of 1,275 miles in a usable condition at the close of the year 1916. More construction and repairing was done in 1917, but the figures are not yet to hand.

All the mileage mentioned above is practicable for motor-vehicle transport and is constantly used by about 1,600 passenger cars in

active service. There are about 30 motor trucks in the entire country, but their use is confined to city trucking and certain special uses. For long-distance hauling over the highways they have not so far been able to compete successfully with the burro pack trains, ox wagons, and two-wheeled mule carts. The reasons appear to be the high cost of gasoline; high wages demanded by truck drivers, amounting to several dollars per day, while one man at 70 cents per day will conduct three mule carts; the very long grades, such as that on the highway from La Guaira to Caracas, which is 22 miles long and rises from sea level to 4,000 feet before descending to Caracas; the high cost of tires and repair parts; and the inability of local labor to appreciate the value of time or the reason the truck should be kept moving.

The Government encourages the importation of automobiles by giving them a very low customs classification. Both trucks and cars pay import duty amounting to 69 cents per 100 pounds gross weight.

There is great need of improved transportation methods in Venezuela, as the railway development is slight. There are only about 500 miles of railway in the entire country, and this is made up of a number of short and unconnected lines.

[Consul Frank Anderson Henry, Puerto Cabello, May 29.]

Road Construction in Puerto Cabello District.

Since 1910 the Venezuelan Government, appreciating the country's lack of means of transportation, has been actively engaged in the study and construction of roads, and in 1917 special attention and study were given to the problem of maintenance. During these years a total of \$4,732,360 has been spent on roads, which is 53 per cent of the total expenditures on public works during that period.

A number of road-building projects in the Puerto Cabello district have been recently completed or are under way. Among these may be mentioned the roads from Puerto Cabello to Valencia (34 miles), from Puerto Cabello to San Felipe (57 miles), and from Barquisimeto to Carora (about 50 miles of which are completed). The projected highway connecting Caracas with the Andes in western Venezuela will pass through the States of Carabobo, Cojedes, Portuguesa, and Zamora. This will be several hundred miles in length, but so far the work done on this part of the road is of a preliminary nature or includes only improvement of local stretches of already existing routes.

Rainy Season Hinders Motor Traffic—Price of Gasoline.

Most of the roads in this district offer difficulties to motor traffic during the rainy season. It is almost impossible to specify the number of miles on which such traffic is possible, as this varies with the season of the year. In the dry months it is very large, as there are vast areas of plains over which cars can readily be run. In very wet weather traffic on all but a few of the roads is practically brought to a standstill. A large number of bridges have been constructed of recent years, and these are in general safe for motor traffic.

There are probably more than 400 automobiles in this district. There is no exact information, but it may be assumed that more than 95 per cent of these are passenger cars. Motor trucks are as yet very little used, but there are future possibilities. It is estimated

that during the years 1911 to 1916, 2,562 motor vehicles were imported into Venezuela, practically all coming from the United States. The value of recent imports of automobiles and accessories into Puerto Cabello is as follows: In 1915, \$23,355; in 1916, \$58,744; and in the first half of 1917, \$7,926. Caracas is the best market for the sale of automobiles in Venezuela. The principal agencies are located there and purchases are made for all parts of Venezuela.

Gasoline was normally in former times about 50 cents per gallon. Last year the price reached a figure of 70 to 80 cents, but during the present year the sale of gasoline produced in Venezuela has brought the price down to about 55 cents per gallon.

IMPORTS OF RICE INTO JAMAICA.

[Consul Ross Hazeltine, Port Antonio.]

Considering the fact that Jamaica is purely an agricultural and food-producing island, the annual imports of foodstuffs are very large. This applies to rice as well as other food commodities that might be produced locally. During the four years ended December 31, 1916, the average annual imports of rice amounted to 14,492,819 pounds. During the calendar year 1917 the total imports of rice were approximately 13,829,272 pounds (the official figures for last year are not yet available).

Practically all of the rice imported during the years 1914-1916, inclusive, came from the Far East, principally Saigon, and was imported through England. The imports were as follows:

From—	1914	1915	1916
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
United Kingdom.....	10,639,433	14,234,221	10,203,592
United States.....	1,579	2,447	85,910
Other countries.....	188,579	378,387	13,260
Total.....	10,829,591	14,615,055	10,302,762

The import duty on rice at present, under Schedule I, rated goods, is 3s. (\$0.72) per 100 pounds.

The present retail market price of rice, as fixed by the Government food controller, is 5d. (\$0.10) per pound.

[A list of importers of rice in the Port Antonio consular district can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 103628.]

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BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
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CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
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CONTENTS.

	Page.		Page.
Regulations governing exportation of tin and terne plate-----	753	Brazilian trade balance and foreign exchange -----	756

REGULATIONS GOVERNING EXPORTATION OF TIN AND TERNE PLATE.

The War Trade Board announce in a new ruling (W. T. B. R. 209) the following regulations governing the issuance of licenses for the exportation of tin and the manufactures of tin:

I.—(1) Tin plate and terne plate. Applications for licenses to export tin plate will only be received from the manufacturer, or, if the applicant is other than the manufacturer, when evidence satisfactory to the War Trade Board shall be furnished showing that the purchase of the tin plate to be exported has been made by the applicant directly from the manufacturer. A copy of the contract for such purchase shall be filed with the application.

To facilitate furnishing the additional requisite information indicated below, the War Trade Board has prepared Form X-4, which should be duly executed by the applicant and attached to the application when filing all applications for licenses for the exportation of tin plate.

Exportations of tin plate to Canada will be considered when the applicant furnishes satisfactory evidence that the material is to be used for a purpose for which it may be used within the United States.

Exporters will facilitate the consideration of applications for licenses to export tin plate to North and South America (except Canada and Newfoundland) and to Bermuda, West Indies, Falkland Islands, Galapagos, Aleutian Islands, China, and Japan if, in addition to the above, evidence satisfactory to the War Trade Board is furnished showing that the tin plate to be exported will actually be consumed in the manufacture of (a) containers for food to be consumed by the people of the nations at war with Germany, or by the people inhabiting the country in which the food is packed; or (b) containers for food or alcohol to be used by the owners and employees of a manufacturing plant or mine or oil well, the product of which or a major portion thereof is necessary to and actually aids in the successful prosecution of the war, or is exported either to the United States or to the allies; or (c) cans to be used by oil refiners as containers for oils when such refiners are furnishing fuel oil or other products, such as gasoline, to the United States or to the allies, in substantial quantities. And further provided that the applications for licenses for the exportation of tin plate are accompanied by (d)

evidence satisfactory to the War Trade Board of the existence of an order from the actual purchaser abroad.

II.—In the consideration of applications for licenses for the exportation of manufactures of tin it will be necessary for the applicant, in filing his application for (2) empty tin containers, (3) tops and bottoms and fastenings to be used in the manufacture of fiber containers for shipment to Bermuda, West Indies, Aleutian Islands, St. Pierre, Miquelon, to furnish evidence satisfactory to the War Trade Board to the effect that the containers will be used for food for human consumption by the people of the nations at war with Germany or by the people inhabiting the country in which the food is packed.

Applications for the following articles need only be accompanied by Form X-4:

- | | |
|---------------------|--------------------|
| (4) Type metal. | (6) Dental alloys. |
| (5) Printer's type. | |

Sundry articles either made of tin plate or coated or dipped in tin, such as—

- | | |
|----------------------------------|---|
| (7) Tin lanterns. | (19) Tin clothing buttons. |
| (8) Tin lamp founts. | (20) Tinned wire cloth. |
| (9) Tinned rivets. | (21) Tin chaplets. |
| (10) Tin kitchen utensils. | (22) Tin tags. |
| (11) Tin tableware. | (23) Tin spouts. |
| (12) Tin household devices. | (24) Tin roofing disks. |
| (13) Tin toys made of tin plate. | (25) Tinned tacks. |
| (14) Tin specialties. | (26) Tin oil squirt cans. |
| (15) Tinned wire. | (27) Tin signs. |
| (16) Tin car seals. | (28) Tin novelties. |
| (17) Tin stoves. | (29) Tin curtain rollers. |
| (18) Tin picture frames. | (30) Sundry articles of like character. |

Applications for the following:

Containing more than 5 per cent of tin—

- | | |
|---------------------------|--------------------|
| (31) Bearing metals. | (33) White metals. |
| (32) Antifriction metals. | (34) Tin alloys. |

Containing more than 40 per cent of tin—

- (35) Solder.

Containing more than 5 per cent of tin—

- | | |
|-----------------------------|---|
| (37) Tin foil. | (39) Bottle caps or covers of tin foil. |
| (38) Collapsible tin tubes. | |

will be considered, provided that, in the case of shipment to Canada or Newfoundland, evidence satisfactory to the War Trade Board is furnished showing that the above-mentioned commodities are to be used for a purpose for which they may be used within the United States and do not contain a percentage of tin higher or of a quality other than is requisite for the purpose to which they are to be put.

Further provided that in case the shipment is to a destination other than Canada or Newfoundland evidence satisfactory to the War Trade Board is furnished showing that the above-mentioned commodities will be used for a purpose which will contribute directly to the successful prosecution of the war and do not contain a percentage of tin higher or of a quality other than is requisite for the purpose to which they are to be put.

Further provided that in the case of Nos. 31, 32, 33, 34, and 35 such tin content does not consist of Straits tin or Banca tin.

The exporter will facilitate the consideration of applications for license to export:

Containing 5 per cent of tin or less—

- | | |
|----------------------------|--------------------|
| (31a) Bearing metals. | (33a) White metal. |
| (32a) Antifriction metals. | (34a) Tin alloys. |

Containing 40 per cent of tin or less—

- (35a) Solder.

Containing 5 per cent of tin or less—

- | | |
|------------------------------|--|
| (37a) Tin foil. | (39a) Bottle caps or covers of tin foil. |
| (38a) Collapsible tin tubes. | |

Provided that the application is accompanied by an affidavit of the manufacturer stating the amount of tin content.

Further provided that in the case of Nos. 31a, 32a, 33a, 34a, 35a such tin content does not consist of Straits tin or Banca tin.

Applications for license to export (40) secondhand crushed oil cans will be considered for shipment to China and Japan if evidence satisfactory to the War Trade Board is furnished, showing that the secondhand crushed oil cans to be exported have been received, filled with oil from China or Japan, and provided also that shipment of such secondhand crushed oil cans has not originated at a point east of the Rocky Mountains.

Applications for licenses to export (41) block tin will be considered for shipment to all destinations, provided that the block tin to be exported constitutes a portion of a manufactured article or machine, such as a soda-water carbonator, and is of small value in proportion to the value of the whole article.

The War Trade Board will consider applications for license for the exportation of (42) phosphorized tin, (43) tin crystals, (44) tin oxide, (45) tetrachloride of tin, (46) bichloride of tin for shipment to Canada, provided that evidence satisfactory to the War Trade Board is furnished, showing that the above-mentioned commodities to be exported will be used for a purpose for which they may be used within the United States.

Applications for the exportation of (47) bottle caps, covers, or closures made of tin plate to North and South America and to Bermuda, West Indies, Falkland Islands, Gallapagos, and Aleutian Islands, provided that evidence satisfactory to the War Trade Board is furnished, showing that the above-mentioned commodities are to be used to close a container for food or drink for human consumption by the people of the nations at war with Germany, or by the people inhabiting the country in which such commodities are to be used.

The War Trade Board at the present time is not in a position to consider applications for the exportation of tin when contained as a base for silverware, pig tin, metallic tin, and scrap tin.

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 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

BRAZILIAN TRADE BALANCE AND FOREIGN EXCHANGE.

[Prepared by the Latin American Division, Bureau of Foreign and Domestic Commerce.]

The experience of Brazil during the war presents a rather striking paradox. The effect of the war upon Brazilian finance, upon the course of foreign exchange, upon the currency, has been distinctly less favorable than in the case of the other leading Latin American countries. The trade balance, though favorable, has not expanded in anything like the same degree as that of Argentina or of Chile. On the other hand, the serious dislocation of trade occasioned in virtually all Latin American countries by the war has in the case of Brazil brought about changes of such far-reaching significance as to mark a new period of growth in the industrial and commercial life of that country.

Foreign Exchange.

In practically all South American countries the situation created by the war has been basically the same. Exports have grown extraordinarily in response to war-stimulated demand from abroad. Imports have been restricted, mainly by reason of the scarcity of shipping and the need of distributing tonnage with a view to war requirements. A large balance of trade has thus been created in favor of the Latin American countries. The effect is seen in the rise of exchange. The purchases of exchange to pay for the imports have been insufficient to meet the supply of exchange represented by the exports. Exports, indeed, have exceeded the sum of imports and of all other outgoings, such as interest charges on foreign capital, and other items. At the same time, the normal corrective of such a situation—gold imports from abroad—has been removed by the allied embargo on exports of that metal. Exchange has risen to spectacular heights.

This is the general situation. It may be illustrated by the rise of sterling exchange in Buenos Aires to 54d. the past winter, a rise of over 6d., or 12½ per cent, above par. Even more striking is the rise of sterling exchange in Montevideo to as high as 65½d. (May, 1918), a rate which represents a depreciation of the pound sterling of about 29 per cent. The rise of Chilean exchange has been still more spectacular. The situation in Chile is complicated by the fact that the money of that country is inconvertible paper. According to the law of 1898, the par of exchange was set at 18d. In 1903 the rate was 16.6d. (year average). Thereafter the peso depreciated markedly down to the opening of the European war. In 1913 the average rate of exchange was only 9.8d. Then there occurred what is perhaps the most striking instance of appreciation of exchange, due to war conditions, in Latin America. Chilean exchange rose from 9.8d. in 1913 to 15½d. in April, 1918, an increase of about 6d., representing an appreciation of 66½ per cent in the value of the Chilean peso.

The striking fact about the Brazilian situation is that foreign exchange in Rio de Janeiro has fallen during the war. In 1913 the rate was well above 16d. In the present year it is below 14d. and in the intervening years it has gone as low as 11d. Here is an outstanding instance in which the experience of Brazil during the war has been totally unlike that of the other leading Latin American countries.

The following table shows the course of exchange on sterling 90-day sight bills, by quarters, from January 1, 1913, to April 1, 1918.

In the last line is given the yearly averages, based on the quarterly quotations:

	1913	1914	1915	1916	1917	1918
	<i>Pence.</i>	<i>Pence.</i>	<i>Pence.</i>	<i>Pence.</i>	<i>Pence.</i>	<i>Pence.</i>
Jan. 1.....	16½	16½	14½	12½	12½	13½
Apr. 1.....	16½	15½	13½	11½	11½	13½
July 1.....	16½	16½	12½	12½	13½	.....
Oct. 1.....	16½	11½	12½	12½	12½	.....
Average.....	16½	14½	13½	12½	12½	.....

The above table indicates in sufficient detail the course of Brazilian exchange in the last year prior to the war and in the war years. Attention is called to the high rate ruling in 1913 and in the first three quarters of 1914. The spectacular fall of the rate coincides with the outbreak of war. During August, 1914, the exchange was closed, a bank holiday of 15 days being declared. In October exchange was quoted at the low figure of 11½d. In other words, the value of the Brazilian milreis depreciated about 31 per cent from the rate ruling in July, 1914. Since the autumn of 1914 the general course of exchange has been upward. The rise, however, has been slight, in no way comparable with the remarkable rise noted in the cases of Argentina, Uruguay, and Chile.

The Balance of Trade.

As has been said, the rise of exchange in the case of these latter countries has been due to their mounting trade balances. It is necessary, first of all, therefore, to examine the course of Brazilian foreign trade before and during the war. The following table shows the exports and imports of Brazil for the period 1910-1917, and strikes the balance:

Year.	Exports.	Imports.	Balance.	Year.	Exports.	Imports.	Balance.
1910....	\$393,000,000	\$230,000,000	+\$73,000,000	1914....	\$221,539,000	\$165,747,000	+\$55,792,000
1911....	321,000,000	253,000,000	+ 68,000,000	1915....	255,659,000	145,719,000	+109,940,000
1912....	332,216,000	307,865,000	+ 24,351,000	1916....	265,802,000	194,582,000	+ 71,220,000
1913....	313,628,000	325,026,000	- 11,398,000	1917....	290,993,000	216,319,000	+ 74,674,000

The important fact is that Brazil's imports and exports are both at a lower level in the war years than in the prewar period. The diminution of imports is a characteristic of the trade of all Latin American countries during the war, the result of the conservation of tonnage and goods for war use. The falling off in exports, however, is significant. Here again the Brazilian experience is strikingly different from that of the other leading South American Republics. The war has caused a marked increase of demand for Argentine wheat, meat, and wool and for Chilean nitrate and copper; and since these products represent the bulk of the exports of those countries, their total exports have expanded remarkably. Not only has the quantity of exports increased; the value figures have expanded even more by virtue of the rise of prices, due partly to the abnormal war demand and partly to the high rates of exchange obtaining in those countries. Meantime Brazilian exports are below the prewar level.

Exports of Argentina, Chile, and Brazil.

The following table compares the value of the exports of Brazil, Argentina, and Chile for the period 1911-1916:

Year.	Argentina.	Chile.	Brazil.	Year.	Argentina.	Chile.	Brazil.
1911.....	\$330,336,000	\$123,884,000	\$321,000,000	1914.....	\$339,022,000	\$109,381,000	\$221,539,000
1912.....	484,109,000	139,878,000	362,246,000	1915.....	561,503,000	109,330,000	255,659,000
1913.....	500,986,000	144,653,000	315,628,000	1916.....	552,945,000	184,676,000	265,802,000

In the following table the exports of these three leading Latin American countries are reduced to relative numbers. In the case of each country the average of the three prewar years 1911-1913 is taken as the base (100 per cent), and the index number for each year is computed:

Year.	Argentina.	Chile.	Brazil.	Year.	Argentina.	Chile.	Brazil.
1911.....	75	91	97	1914.....	89	73	67
1912.....	111	103	109	1915.....	123	73	77
1913.....	114	107	95	1916.....	126	136	80

These figures reveal more readily than do the absolute figures given in the preceding table just what has occurred in the export trade of the three countries. Argentine exports show the greatest increase, being particularly large in 1915. Chilean exports in 1915 were below the prewar level. In 1916, however, the growing demand for nitrate and copper manifests its effects, producing an astonishing increase (to far beyond the prewar level) in Chilean exports of that year. Brazilian exports, meanwhile, are distinctly below the level of the prewar period.

One fact noticeable in the above tables is that in 1914 the export trade of all of these countries was seriously diminished. This was the natural result of the shock and dislocation of trade produced by the outbreak of war. The really significant fact is not this temporary diminution of 1914, but the effect experienced by Latin-American trade during the later course of the war. The most illuminating indication of the course of exports, therefore, is a comparison of the prewar years 1912 and 1913 with the war years 1915 and 1916. In the following table is given in round numbers the annual average of exports in each of the three countries in both of these two-year periods.

Year.	Argentina.	Chile.	Brazil.
1912-13.....	\$493,000,000	\$142,000,000	\$338,000,000
1915-16.....	555,000,000	147,000,000	261,000,000

If the period 1912-13 is taken as the base (100 per cent), it is found that Argentine exports in 1915-16 were 13 per cent above those in 1912-13 and Chile's exports were 4 per cent greater. Brazilian exports during the war, on the other hand, have been 23 per cent below the prewar level.

Exports, Exchange, and Prices.

The reasons for this difference between the experience of Brazil and that of other countries are several. First, the decline in Bra-

zilian exports has not been a decline in the quantity exported. In fact, the tonnage of exports in 1916 and 1917 considerably exceeded that of 1912 and 1913. What has happened in Brazil is that the mean value of Brazilian export tonnage has constantly decreased. In other words, while prices of exports in other South American countries have been rising, export prices in Brazil have actually declined during the war. The mean value per ton of Brazilian exports was \$230.36 in 1913, \$173.99 in 1914, \$144.34 in 1915, and \$143.86 in 1916. These figures demonstrate the relatively high value of Brazilian produce to its weight in prewar years under normal circumstances and the striking decline in value per ton during the war.

This question of export prices has, of course, a direct connection with the course of foreign exchange. One reason for the phenomenally high prices for wool, cereals, and other products which obtained in Argentina and Uruguay the past winter was the abnormally high rate of exchange in those countries. The exporter, having for sale a foreign bill of exchange received in payment of produce sold, was obliged to sell it at a ruinous loss, owing to the existing depreciation of foreign moneys in terms of the Argentine or Uruguayan peso. To protect himself against loss the exporter had to raise the price of his goods to a figure sufficient to offset the difference on exchange. In Brazil exchange was not above normal but decidedly below it. The bearing of this fact on prices is apparent. Foreign moneys being at a premium, the exporter who had sold abroad Brazilian goods and received a foreign bill of exchange in payment therefor could cash his bill at a premium. In consequence he could afford to sell at a lower rather than a higher price than in former years.

This statement of the effect of exchange on price, however, is but a partial explanation of the Latin American situation. If it conveyed the impression that the Brazilian exporter is to-day unusually well off it would give an entirely erroneous idea of the actual state of affairs. The fact is that the present rates of exchange in Latin American countries are themselves the results of other forces so powerful as to control the entire commercial situation in those countries. At bottom, it is these other forces which control both the course of the exchanges and the course of prices. These forces may be summed up in a single word—war. There is a very strong war demand for Chilean nitrate, for Argentine wool, wheat, and meats, a demand so strong as to cause export prices to rise markedly and also to increase quantity exports, with the result that the value of exports has shown striking growth. Meantime, imports are diminished by the need of conserving tonnage and goods. The result is large and growing favorable trade balances in these two countries; and in consequence rates of exchange far above normal. These high rates, as has been said, in turn inflate prices still further; and so the process goes on, gathering cumulative effect, until by a change of the trade balance, or by gold shipments to dress the exchange market, or in lieu of these, exchange stabilization agreements like those entered into between the allies and Argentina in the past winter, the rate of exchange is brought down and made stable.

It is the rising trade balance, then, that has been the cause of high exchange, and thus of high prices for Argentine, Chilean, and

Uruguayan goods. The rising trade balances are in large measure the result of expanding exports. The expansion of exports in turn is the direct consequence of war demand. It is at this point that one finds the explanation of the difference between the Brazilian experience and that of the other countries. Brazil's exports have not expanded for the reason that they are not the sort of products for which there is a war demand. At least, this is true of the old prewar Brazilian exports.

The Coffee Situation.

The bulk of the exports of Brazil has for years consisted of two products, coffee and rubber. For example, out of total exports of \$313,628,000 in 1913 rubber and coffee comprised \$248,579,000, or about four-fifths of the total. By far the most important single export is coffee, which in 1913 amounted to \$198,157,000, or over 63 per cent of the total exports. Coffee is not a war commodity. The Allied powers have therefore restricted its import. Even more serious is the fact that the large demand from central Europe, amounting normally to about 4,000,000 bags a year, has been cut off. In consequence, the United States is at present the only unrestricted market for Brazilian coffee, taking about one-half the total exports. Added to these pronounced restrictions of the demand for coffee is the fact that the Brazilian supply during the war has been somewhat above the pre-war normal. The result is that Brazil has on its hands an increasing stock of coffee, which it can not hope to dispose of until after the war.

This situation became acute almost immediately upon the outbreak of war, and led in 1915 to the reestablishment of a valorization system, along somewhat different lines from the plan of 1907-8. The Federal Government by law of 1915 authorized the issue of 350,000,000 paper milreis (at present rate of 25.25 cents for milreis = U. S. \$88,375,000), of which a part was to be used for carrying out a new plan of coffee valorization. The paper money was lent by the Federal Government to the State of Sao Paulo, which has been conducting the valorization operations. The plan was to prohibit the export of coffee above 6,000,000 bags a year; the 4,000,000 bags which in normal times went to Germany, Austria, etc., to be held in Brazil, the State of Sao Paulo loaning up to 60 per cent of a value to be fixed on a basis of past averages in paper money to coffee growers who deposit their coffee in warehouses; the warehouse receipts to be handed over by the State government to the Federal Government as collateral for the issue by the latter of the paper money. This loan feature was dropped, however, and instead the State of Sao Paulo undertook to purchase at an official price so much of the annual coffee crop as might appear sufficient to maintain prices, or, failing in that, so much as it might be able to purchase with the paper-money funds supplied to it by the Federal Government under the laws above mentioned.

In the present year, the Sao Paulo government has been buying large quantities of coffee (about 3,100,000 bags up to July 25) at the price of 4\$900 per 10 kilos (i. e., about \$1.24 for 22.4 pounds). The ordinary market price, however, has been lower, between 4\$600 and 4\$500. Interior shippers and planters are demanding that their coffee be sold to the Government, and the Coffee Associação of Santos has presented a memorial to the Government requesting a further

issue of 300,000,000 milreis of paper money for additional valorization purchases.

The following statement indicates the coffee position up to May, 1918:

	Bags.
In hands of Sao Paulo government Apr. 30, 1918.....	2, 788, 875
In hands of commissarios and exporters, inclusive of 600,000 bags bought by Sao Paulo government.....	4, 150, 416
Shipped coastwise.....	281, 000
Exported up to Apr. 25, 1918.....	7, 325, 665
Total.....	14, 545, 956
Less stock on June 30, 1917.....	1, 100, 000
Net total.....	13, 445, 956
To come down to complete estimated crop.....	3, 554, 044
Total crop.....	17, 000, 000

The table indicates that of a total crop of 17,000,000 bags, about 13,500,000 bags have actually come to market; of this quantity somewhat more than 7,000,000 bags have been exported, leaving the enormous quantity of 5,939,291 bags of the 1917-18 crop, and 1,100,000 bags of the 1916-17 crop—a total of virtually 7,000,000 bags, or as much as the total 1917-18 exports—in storage in Brazil and unable to find an outlet. The State of Sao Paulo, it is seen, is itself holding almost 2,800,000 bags, or almost 40 per cent of the total amount in storage.

Decrease in Price of Coffee.

The supply of Brazilian coffee is much in excess of the demand. The result is that in spite of the large purchases by the Government the price in Brazil has gone steadily downward. Meantime, as a result of rising freight and insurance rates (which are, moreover, additional causes of the diminution of exports) foreign coffee prices have risen. The following table shows the price of Brazilian coffee in London and in Santos for the period 1911-1918.

Date.	London price per hundred-weight.	Santos price per 10 kilos.	Date.	London price per hundred-weight.	Santos price per 10 kilos.
	<i>Shillings.</i>			<i>Shillings.</i>	
Oct. 16, 1911.....	66.9	83600	March, 1915.....	43	58150
Mar. 28, 1911.....	62.3	78950	March, 1916.....	44/6	49600
March, 1913.....	52/9	68250	March, 1917.....	53.6	55500
March, 1914.....	41/3	48750	Mar. 21, 1918.....	60/9	49100

The different course of Brazilian and of foreign prices is apparent. After the initial fall to 41s. 3d. in 1914, provoked by the liquidation of speculative accounts that followed the Balkan War, London quotations moved upward with the increasing charges for freight and insurance. The course of prices in Brazil has been just the contrary. Since October, 1911, when, owing to reckless speculation, prices reached the maximum in both the Brazilian and the London market, prices in Brazil have, with the exception of a slight reaction in 1915 due to extraordinary activity in the trade with Scandinavia and the United States, dropped continuously, until at 4\$100 per 10 kilos it is doubtful if they suffice even to cover the cost of production.

Exports of Coffee.

The facts that have been presented—the restriction of markets, the decline of prices, the abnormal accumulation of stocks in Brazil—find their most convenient expression in the figures of coffee exports. The following table shows the exports of coffee for the years 1913–1917. Both quantity and value figures are given:

Year.	Quantity.	Value.	Year.	Quantity.	Value.
	<i>Bags.</i>			<i>Bags.</i>	
1913.....	13,267,000	\$198,157,000	1916.....	13,039,000	\$138,296,000
1914.....	11,270,000	131,220,000	1917.....	10,605,000	112,033,000
1915.....	17,061,000	156,443,000			

Except for the reaction in 1915, the trend of coffee exports, both in quantity and in value, has been pretty steadily downward. The increased quantity exports of 1915, almost 4,000,000 bags greater than in 1913, are noteworthy. But because of reduced prices the value figures of the 1915 exports are more than \$40,000,000 less than in 1913. After 1915 the decline in both categories is striking. The year 1917 is the low-water mark. Quantity exported fell almost 6,500,000 bags below 1915, and the value fell over \$44,000,000 below the 1915 figures and over \$86,000,000 below the 1913 figures, a decrease of 45 per cent. It ought to be said, too, that 1913 was by no means a normal year, exports of coffee being \$28,114,880 below the 1912 figure.

Rubber Exports.

A close second to the falling off in coffee is the decline in exports of rubber, the other major export. The following table gives the quantity and value of rubber exported in the years 1913–1917:

Year.	Tons.	Value.	Year.	Tons.	Value.
1913.....	36,232	\$43,223,000	1916.....	31,495	\$36,431,000
1914.....	33,531	31,326,000	1917.....	33,980	36,435,000
1915.....	35,165	34,214,000			

Rubber exports show a decrease of 2,252 tons and \$6,788,000, or about 16 per cent. The table indicates, however, that the decline took place in 1914; since then the trade has slightly improved.

The foregoing discussion of coffee and rubber indicate sufficiently the reasons for the failure of the Brazilian export trade to expand during the war, and in consequence explain why, while the trade balance of Argentina and Chile have been rising phenomenally, the Brazilian balance has undergone but little change. The following table compares the trade balances of Brazil, Argentina, and Chile for the years 1910–1916:

Year.	Brazil.	Argentina.	Chile.	Year.	Brazil.	Argentina.	Chile.
1910.....	+ \$73,000	+ \$20,125	+ \$11,439	1914.....	+ \$55,792	+ \$74,726	+ \$10,920
1911.....	+ 68,000	— 40,539	— 3,497	1915.....	+ 103,910	+ 319,786	+ 53,625
1912.....	+ 51,381	+ 92,194	+ 17,881	1916.....	+ 71,310	+ 325,937	+ 103,456
1913.....	— 12,397	+ 59,977	+ 21,379				

The difference between the Brazilian situation and that of Argentina and Chile is apparent at a glance. Except for the year 1913,

a year of unusually large imports, the Brazilian balance has been favorable. Except for the year 1915, however, the balance in favor of Brazil during the war has been about of the same size as in prewar years. Meantime, the balance in Argentina's favor has increased more than fivefold, and the Chilean favorable balance more than fourfold since 1913. Relating these facts to the course of foreign exchange, it is not surprising that in Argentina and Chile, by reason of the great excess of supply of exchange representing the exports, over the demand for exchange to pay for imports, exchange has undergone a phenomenal rise; whereas in Brazil, where there has been no such change in the trade balance, there has been no such rise of exchange.

Other Factors Affecting Exchange.

The unaltered trade balance, then, explains sufficiently the reason for the failure of Brazilian exchange to rise. But what has really happened has been that exchange has fallen, and has throughout the war remained considerably below the prewar level. The balance of trade, however, represents only a part of the body of international transactions which, by giving rise to bills of exchange, determine the conditions of demand and supply of exchange and thus of the rate. The other items are foreign loans and interest payments thereon, immigrants' remittances, tourists' expenditures, insurance premiums, and the like items which enter into the balance of international payments. For most of these items data are not available. For what is by far the principal item, however—interest payments on foreign borrowings—a fairly trustworthy computation can be made. In addition to the interest charge, the monetary situation should be examined, for it is upon the monetary policy and conditions, quite as much as upon the changes in the balance of payments, that the course of exchange ultimately depends.

Financial and Monetary Conditions During the War.

The outbreak of the war produced an exceedingly acute situation in Brazil, the reasons for which go back into the prewar period. Brazil had for years been accustomed to the unchecked inflow of foreign capital. The five-year period, 1908–1912, in particular, witnessed a program of heavy borrowing, both by the Federal and by the State governments and by private enterprise. The easy acquisition of capital led both the governments and private individuals into unusually large military and naval expenditures, into railway and other public works, projects which could yield a return only after some years of waiting. According to official statements, the revenues of Brazil for the five years, 1910–1914, totaled 2,762,008 contos (paper), while the expenditures amounted to 3,514,155 contos, leaving the enormous deficit of 752,147 contos, or \$238,123,000. During the first four years, 1910–1913, the deficit was \$159,123,000, or an average of \$39,781,000 per year. In 1914 it was nearly double that sum. Owing to the war, the revenue decreased to 375,098 contos, while the expenditures, though considerably lower than in the preceding year, amounted to 686,781 contos, thus leaving a deficit of 261,683 contos, or \$78,902,000.

The outbreak of war did more than cut down Government revenues. It shut off the inflow of foreign capital to which for years Brazil had been accustomed, and which was at the bottom of the

heavy expenditure program. British investments in Brazil, which had amounted to \$69,849,300 in 1912 and \$73,452,000 in 1913, were reduced to \$28,518,200 in 1914.

This sudden cessation of investment in 1914, moreover, came after some rather trying experiences in 1913. Brazil was seriously affected by the stringency in foreign money markets which followed the outbreak of the Balkan war. The year 1913, moreover, witnessed a slump in coffee and rubber prices. The value of coffee and rubber exported in 1913 was nearly \$56,000,000 less, although the exports of coffee were over a million bags larger than in 1912. Total exports declined from over \$362,000,000 in 1912 to less than \$314,000,000 in 1913. At the same time imports increased from about \$308,000,000 to \$326,000,000. The result was in that year the balance of trade was unfavorable by about \$12,000,000.

In consequence gold began to flow out of Brazil, and the exchange rate was threatened. In 1912 there was a net inflow of gold amounting to \$17,500,000. In 1913, on the other hand, there was a net export of gold of over \$23,000,000. Brazilian exchange would have fallen in 1913 from the high level of the 1910-1912 period had it not been for the important service performed by the conversion office, which issued gold freely to maintain exchange, its gold holdings falling in consequence from 386,700,000 to 276,000,000 milreis during 1913.

When the war broke, the Federal Government was negotiating for a loan in London. The failure of the negotiations made it impossible for the Government to pay interest on its foreign obligations. In October, 1914, an agreement was made with the foreign bondholders, represented by the Rothschilds, for a funding loan of £15,000,000. The interest on the foreign debt was paid in the bonds of this loan up to August, 1917, when interest payments were resumed. Amortization of the foreign debt was suspended for 13 years (until 1927). The effect of the funding loan was to take the weight of the foreign interest payments off the exchange market, thus preventing a fall of exchange much more serious than that which actually did occur.

As it was, exports of gold increased to the high figure of \$40,144,000 in 1914; and the stock of gold in the conversion office was reduced to 138,500,000 millreis by the end of the year. In December, 1914, the President was authorized to suspend the redemption of notes until December, 1915, the suspension being subsequently extended. The Government resorted to issues of paper money. The first issue, authorized by law of August 24, 1914, was for 250,000,000 milreis. A second issue of 350,000,000 milreis was authorized by a law of August 28, 1915. On December 31, 1917, the total quantity of inconvertible paper in circulation was 1,389,414,967 milreis, representing an increase of 800,000,000 milreis since August 26, 1914.

In other words, throughout the war Brazil has been on an inconvertible paper money basis; and the foreign exchanges have been subject to all of the fluctuation and unsteadiness which is inherent in every inconvertible paper situation, and of which the most interesting instance to-day is Chile. Large emissions of paper, moreover, have precisely the same effect on the rate of exchange as does an unfavorable trade balance. They affect unfavorably the ratio between the domestic paper and foreign gold moneys, by increas-

ing the supply of the former relatively to the demand for it, and thus cause its depreciation in terms of foreign gold. Here, then, is undoubtedly one of the causes of the present low rate of Brazilian exchange.

Another cause is contained in the borrowing program. The heavy borrowings have given rise to an increasingly heavy interest charge. Though official figures on the interest charge are rather meager, a fairly reliable computation can be made. The foreign debt of the Federal Government on December 31, 1917, was \$561,078,142. The annual interest charge is about \$30,000,000. Owing to the funding arrangement, which did not end until August, 1917, only about one-half (\$15,000,000) was paid in 1917. Besides the Federal debt, there is the foreign indebtedness of the individual States and of the municipalities, which at the beginning of 1916 amounted to \$301,116,376. To this should be added private investments of foreign capital, which according to the most authoritative estimates is about \$700,000,000, giving a total of about \$1,000,000,000, apart from the foreign debt of the Federal Government. Interest on this sum at 5 per cent equals \$50,000,000; total interest on foreign capital (including \$15,000,000 of interest paid on the Federal debt) is thus \$65,000,000. When this sum is added to the imports (\$216,319,000) we have a total of outgoings from Brazil in 1917 of \$281,319,000, as against \$290,993,000 of exports. The favorable balance of about \$75,000,000 is thus reduced to about \$9,000,000. Had the full interest charge on the debt been paid, the balance would have been unfavorable.

To sum up the discussion of the Brazilian exchange, the suspension of specie payments by the act of December, 1914, the large emissions of inconvertible paper money since that date, the sudden shutting off of the large annual inflow of foreign capital by the outbreak of war, which brought upon Brazil the full burden of the interest charge, the serious shrinkage of the exports of coffee and rubber and the consequent failure of the export trade to expand as it has done in other countries, have brought it about that, whereas in the other countries exchange has risen remarkably, in Brazil the level of exchange during the war has been considerably below the level of pre-war years.

Diversification of Production and Export.

As previously stated, there is another side to the situation in Brazil which is of even greater significance, since it contains large promise for the future.

For one thing, Brazilian finances show unmistakable signs of improvement. Much of the credit for the improvement is due to the personal perseverance of President Wenceslao Braz and his energetic insistence upon economy in the budget. In 1915 the deficit was reduced to \$34,548,000. In 1916 it disappeared altogether, for the first time in many years. The Minister of Public Works has liquidated Federal liabilities by agreements with the holders of concessions and other interested parties. Naval credits have been reduced by amounts varying from 30 to 70 per cent. The departments of Home Affairs, Justice, Agriculture, Foreign Affairs, and Finance have effected an average economy of 40 per cent without suffering any disorganization. Brazilian credit has greatly improved abroad. Money is more plentiful.

What is even more important, the industries and the export trade of Brazil as a result of war pressure and stimulus are undergoing what amounts to a veritable revolution, which makes speculation regarding future possibilities a paramount necessity for all persons interested in foreign trade. Up to the war Brazil had "carried all her eggs in one basket." She had relied wholly upon coffee and rubber. Both of these have suffered during the war, yet Brazil has met with increasing success a situation that promised to be precarious. She has diversified production.

There is no country whose conditions of soil and climate are better suited to diversified agriculture than those of Brazil. There are enormous tracts of excellent grazing lands available for as little as \$2 an acre, while in parts remote from a railway land may be had for 30 cents an acre. Lands close by railways and towns can be bought for \$50 per acre. During the war especial attention has been devoted to cattle raising and to meat packing in southern Brazil. According to the latest official figures Brazil has 30,000,000 head of cattle. Great packing plants, financed chiefly with American capital, are going up. Last year, at Brazil's autumnal season, there were conducted at Rio de Janeiro and in other large cities regional fairs and exhibitions much like our own "cattle shows."

Cotton, Sugar, and Rice Cultivation—Minerals.

Another branch of production to which the Presidential message of July, 1917, called especial attention is that of cotton growing. In no country are the possibilities for cotton culture better than in Brazil; and during the war there has been a considerable increase in production. Equally important has been the growth of sugar production. Sugar cane can be grown all the way from Rio de Janeiro to the Amazon on the coast, and as far into the interior as Matto Grosso. Sugar is also grown in the southern State of Sao Paulo. That the soil of Brazil is preeminently fitted for sugar cane is shown by the fact that in the States of Sao Paulo and Rio de Janeiro the yield of cane per hectare, even to-day, is 50 tons—the same as in Louisiana. More than two-thirds of the sugar produced is consumed at home; but sugar exports show large expansion during the war. It is no exaggeration to say that Brazil could with ease multiply her present output of sugar ten times over. Attention is also being given to the cultivation of rice. By an arrangement with the Japanese Government several thousand Japanese colonists have been brought to Brazil in order to grow rice, and to teach the Brazilians how to cultivate rice that is cheap and of good quality. The result is seen in a surprising increase in Brazilian exports of rice in 1917.

Equally significant with agricultural diversification is the development of Brazilian minerals, of which the State of Minas Geraes, just north of Rio de Janeiro, has a rich and varied supply. The iron deposits of Brazil are among the largest in the world, but they have hitherto lain dormant, owing to their distance from coal beds, and at the same time owing to the heavy competition offered in the iron markets of the world by the pig iron of other countries, which could then be transported at low rates. War conditions have considerably altered the situation. The successful manufacture from Brazilian ore of high-grade steel products has demonstrated the possibilities; the difficulty of importing metal products under present circumstances

has furnished the needed impulse. Smelting operations are developing on an increasing scale. The distance of the ore deposits from coal is still, and may always remain, a serious restriction upon the development of the iron industry in Brazil. Coal deposits do exist, however, in southern Brazil. For several years experiments with Brazilian coal have been carried on. Recently it has been stated that the coal is utilizable, and that a well-known Brazilian shipping line is making use of the fuel on all its vessels. There is another partial solution of the problem of a coal supply for the steel and iron mills in Brazil. Once there is a large exportation of ore from Minas Geraes to Europe the carrying will doubtless be done by automatic-unloading ore vessels, such as can be used profitably only for the transportation of large quantities of ore. The most natural and convenient return cargo for these vessels would be coal and coke.

Another Brazilian product much in demand at the present time is monazite, a sand used for making incandescent gas mantles. The mineral which the war has done most to develop in Brazil is manganese. The world's principal sources of supply for manganese before the war were Burma and Russia. The Russian supply has been reduced to practically nothing, owing to the present difficulties of getting at it. Burma has done well, more than doubling her output since 1913. Brazil, meantime, has come forward as the principal provider of manganese. As early as 1916 she showed that she could supply half a million tons a year.

Lumber Resources—Expansion of Brazilian Manufactures.

Space does not permit a full enumeration of the new branches of production that are being developed in Brazil. Among these are the great lumbering possibilities of southern Brazil and the rapidly growing exportation of logs and boards down the Parana River to Argentina and Uruguay; the improvements being made in the culture of some of the older staples, such as tobacco; the attempts that are being made to reform the methods of rubber production, the new developments in dye materials of vegetable origin, and in drugs.

What is still more important is the really remarkable expansion of Brazilian manufactures. Cotton textiles, silk and jute goods, shoes, hats, agricultural machinery are all being produced in the State of Sao Paulo. The output of footwear in Brazil is now about 20,000,000 pairs a year, over half being produced in Sao Paulo. That State has 73 textile mills of all sizes. The factories are well equipped, many of them being driven by hydroelectric power, the remarkable expansion of which in the vicinity of Rio and Sao Paulo has developed industrial centers of the first importance. Cottons of fair grade and cassimeres of high quality are produced. Considerably more than half of the home needs in cotton textiles were supplied by Brazilian manufacture even prior to the war, and the increase of textile manufacturing during the war has been one of the notable features of the general expansion of Brazilian industry. In 1917 Brazil exported cotton textiles to France.

Exports of Staple and New Products.

To illustrate the process of diversification which is going on in Brazilian industry and trade, the following comparison is made between the exports of old staple Brazilian products and the new

products which have been created by war conditions. The figures are for the period 1913-1917:

Year.	Prewar staples.		Year.	New exports.	
	Quantity.	Value.		Quantity.	Value.
Coffee:	<i>Bags.</i>		Refrigerated meat:	<i>Tons.</i>	
1913.....	13,267,000	£40,778,000	1913.....		
1914.....	11,270,000	27,000,000	1914.....		
1915.....	17,061,000	32,193,000	1915.....	8,514	£310,000
1916.....	13,039,000	29,279,000	1916.....	33,661	1,414,000
1917.....	10,605,000	23,052,000	1917.....	66,452	3,134,000
Rubber:	<i>Tons.</i>		Manganese:		
1913.....	36,232	10,375,000	1913.....	122,300	181,000
1914.....	33,531	7,063,000	1914.....	183,630	278,000
1915.....	35,165	7,040,000	1915.....	288,671	536,000
1916.....	31,495	7,496,000	1916.....	503,130	1,478,000
1917.....	33,980	7,479,000	1917.....	532,855	3,062,000
Cacao:			Sugar:		
1913.....	29,759	1,594,000	1913.....	5,367	65,000
1914.....	40,767	1,911,000	1914.....	31,860	373,000
1915.....	44,980	2,394,000	1915.....	59,074	756,000
1916.....	43,720	2,500,000	1916.....	53,821	1,286,000
1917.....	55,622	2,536,000	1917.....	131,509	3,624,000
Herva mate:			Kidney beans:		
1913.....	65,415	2,361,000	1913.....	4	
1914.....	59,374	1,662,000	1914.....	4	
1915.....	75,885	1,856,000	1915.....	276	5,000
1916.....	73,552	1,838,000	1916.....	45,594	686,000
1917.....	58,672	1,689,000	1917.....	93,428	2,150,000
Tobacco:			Rice:		
1913.....	29,348	1,638,000	1913.....	49	2,000
1914.....	26,940	1,543,000	1914.....	3	
1915.....	27,096	1,162,000	1915.....	3	
1916.....	21,293	1,529,000	1916.....	1,124	24,000
1917.....	25,799	1,261,000	1917.....	42,590	1,262,000

United States Trade With Brazil.

The following table shows the trade of the United States with Brazil for the years 1913-1917; for comparative purposes there is also given the trade between Brazil and Great Britain:

Year.	Exports to—		Imports from—	
	United States.	Great Britain.	United States.	Great Britain.
1913.....	\$100,947,735	\$48,640,663	\$39,901,203	\$63,282,531
1914.....	95,000,622	38,776,151	23,275,894	32,081,834
1915.....	120,069,305	40,129,431	33,952,551	27,120,821
1916.....	132,067,378	43,918,566	47,669,050	34,564,017
1917.....	145,274,931	48,361,641	66,207,970	35,941,717

So far as exports are concerned, the United States before the war was already in the position of chief prominence. We took from Brazil somewhat more than twice as much as did Great Britain. In 1913 we took about 32 per cent of the total exports of Brazil. During the war our imports from Brazil have grown markedly. In 1917 we took one-half of the total exports of Brazil. Meantime British imports from Brazil have remained about stationary. As regards exports to Brazil, the United States and Great Britain appear to have changed places, so far as the total value of trade is concerned. In 1913 the United States exported \$39,901,203 to Brazil and Great Britain \$63,282,531. By 1917 British exports had fallen to \$35,941,717, while ours had increased to \$66,207,970, an increase over the 1913 figures of about 40 per cent.

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CONTENTS.

	Page.		Page.
Business failures in Holland.....	769	Sales of river boats at Rosario and other places.....	772
Italian regulation of cotton imports.....	769	Annual fair to be held at Rio de Janeiro.....	772
Brazilian opportunity for American wearing apparel.....	770	Importance of collective selling in industrial reconstruction in France.....	773
July exports show increase.....	770	Decreased exports from Amsterdam to United States.....	783
Abrogation of Franco-Canadian commercial convention.....	771	Foreign trade opportunities.....	784
Brazilian food legislation.....	771		
Milanite manufactured in Sweden.....	771		

BUSINESS FAILURES IN HOLLAND.

[Consul Frank W. Mahin, Amsterdam, July 11.]

Commercial agencies report the number of business failures in this country during the first six months of 1918 as 467, against 456 during the corresponding period of 1917.

Since 1914 the number of failures steadily decreased till this year. The change in the tide shows that the period of large war business and profits is ended.

ITALIAN REGULATION OF COTTON IMPORTS.

For the convenience and guidance of all shippers, the War Trade Board directs their attention to the following regulations which have been adopted by Italy concerning the regulations of cotton imports:

(1) The Italian Royal Minister of Industries, Commerce, and Labor has instituted a special office in order to supervise all purchases of raw cotton and to regulate the execution of contracts between Italian cotton merchants and American firms.

(2) The title of the new office is Ufficio Cotoni Ministero Industria Commercio, Rome, Italy.

(3) American firms are advised that new purchases of cotton or the execution of contracts already consummated are subject to the approval of the aforementioned cotton office. This approval must be communicated by the importer in Italy to the prospective exporter in the United States, and should be indicated in the application for export license.

(4) In connection with its duties the Ufficio Cotoni Ministero Industria Commercio will among other things consider the available tonnage, and the financial, military, and industrial requirements.

(5) The attention of exporters of raw cotton to Italy is directed to the fact that in the future ocean bills of lading need not include the clause "Notify Ufficio Cotoni Ministero Industria Commercio, Rome."

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

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BRAZILIAN OPPORTUNITY FOR AMERICAN WEARING APPAREL.

Brazilian imports of American wearing apparel and textiles increased 326 per cent between 1913 and 1916, and "might have been much larger in volume had American manufacturers studied the Brazilian market more closely with a view to replacing goods that could not be obtained from Europe," according to a bulletin made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

Brazil offers a promising field for the sale of medium and high-grade wearing apparel, and American manufacturers still have an excellent opportunity to make and maintain good connections, which will be of the greatest possible advantage when the war is over and the old competition is resumed.

The sales of imported wearing apparel in Brazil are confined chiefly to the larger coast cities, as the people of the interior supply their needs in the matter of clothing from the products of domestic industries. As in most other South American countries the people desire to dress as well as possible and are willing to pay good prices. They buy the best they can afford.

The Government's report is aimed to prepare American manufacturers to make the most of their opportunities when the war is over. It is entitled "Wearing Apparel in Brazil," Miscellaneous Series No. 71, and is sold at the nominal price of 10 cents by the Superintendent of Documents, Government Printing Office, Washington, D. C., and by all the district and cooperative offices of the Bureau of Foreign and Domestic Commerce.

JULY EXPORTS SHOW INCREASE.

Exports of American goods increased slightly in July as compared with June, while imports fell off slightly, according to an announcement to-day by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

Exports increased from \$485,000,000 in June to \$508,000,000 in July. For the seven months ended with July the foreign sales totaled \$3,483,000,000, as compared with \$3,661,000,000 for the corresponding period of the previous year.

July imports were \$241,000,000, whereas in June they reached a total of \$260,000,000. For the first seven months of the year the imports were valued at \$1,787,000,000, as against \$1,779,000,000 for a similar period in 1917.

The gold movement in 1918 has been of much less importance than in 1917. For the first seven months of this year \$52,000,000 represents the imports of gold; in 1917 the imports for the seven-months period was \$505,000,000. Exports amounted to \$29,000,000 this year, as against \$272,000,000 last year.

The silver movement has increased in importance, the total imports being \$40,000,000 for the first seven months of this year, as against \$22,000,000 last year, and exports reaching a total of \$135,000,000 as compared with \$44,000,000 for the first seven months of last year.

ABROGATION OF FRANCO-CANADIAN COMMERCIAL CONVENTION.

Notice has been given by the Canadian Department of Customs in a Memorandum of August 15 that the French Convention Act of 1908 regarding the commercial relations between Canada and France is to be terminated on May 14, 1919.

On May 14, 1918, the French Government announced the decision of the Council of Ministers to abrogate all conventional arrangements with foreign countries affecting economic relations, including those regarding commerce, navigation, and industry. Under Article XX of the French Convention Act, one year's notice of intention to abrogate the agreement is required, and accordingly the abrogation takes effect in 1919. The same article provides that the convention shall remain in force for 10 years from the date of exchange of ratifications unless abrogated on 12 months' notice. As the date of coming into force was February 1, 1910 (Canadian Customs Memorandum, 1568), the treaty would otherwise have lapsed on February 1, 1920.

A discussion of the preliminary measures toward the abrogation of all French commercial agreements appeared in **COMMERCE REPORTS** for May 3, 1917 (or see Foreign Tariff Notes No. 25, p. 146).

Under the terms of the Franco-Canadian agreement, each government granted extensive tariff concessions to imports from the other country. On the part of Canada these concessions consisted in the application of the intermediate rates to certain French products and the adoption of a special tariff for other articles, with rates corresponding in most cases to the British preferential rates. France conceded in return that certain Canadian products should be subject to the minimum rates of the French tariff.

[Tariff Series No. 6C, issued by the Bureau of Manufactures in 1909, contains a full account of the commercial convention between France and Canada.]

BRAZILIAN FOOD LEGISLATION.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 23.]

The President of Brazil has just sent recommendations to the Federal Congress requesting more stringent legislation in the sale and transportation of food commodities. The reason for these recommendations are the difficulties of transportation and other similar causes that have increased prices of necessities of life and have induced speculation of all kinds in these commodities. Although a food commission has been appointed, the President states that its powers are not sufficient to take the measures necessary under existing conditions. He points out that the laws of France and the United States concerning speculation in food entail very severe penalties and urgently recommends that similar legislation be enacted in Brazil.

Micanite Manufactured in Sweden.

According to the Scandinavian Shipping Gazette, the Aktiebolaget John R. Rettig & Co., in Stockholm, has started to manufacture the electric-insulating material micanite. Before the war all micanite was imported from Germany and England, which obtained the raw material (mica) from Canada and India.

SALES OF RIVER BOATS AT ROSARIO AND OTHER PLACES.

[Consul Wilbert L. Bomey, Rosario, Argentina, July 12.]

Following the change in ownership of the important river fleet of Nicolas Mihanovich, there has been unusual activity in the market for tugs and launches, tending to a redistribution of the fleets. The Mihanovich company as newly constituted has purchased from the firm of Vierci Hermanos, of Asuncion, the *Leda* of 570 tons, the *G. B. Vierci* of 578 tons, two tenders, two launches, and a tug, seven boats in all, at a price said to be about \$153,400 U. S. currency.

It is reported that the steamer *Benjamin*, of 1,117 gross tons, belonging to Messrs. Larraerrea Milans y Cia., has been sold at a high price and that the vessel will be placed on the route from Buenos Aires to Barcelona. This vessel was built in 1902.

It is also reported that the fleet known as the Lambruschini fleet has been sold to Señor Debernardir, Montevideo, for £70,000 (\$340,655), consisting of 4 tugs, 4 schooners, all under 400 tons, and other small vessels. It is understood that the owners, known as La Naranjera Rosarina S. A., are considering an offer for their fleet consisting of 8 river boats.

Experiments are being made with rafts on the Parana, in view of the high price of vessels. Recently a raft constructed by Messrs. Nuñez, Gibaja, Martinez y Cia., some 80 meters in length and 17 meters in width, arrived in Rosario carrying 2,000 metric tons of cedar, lapacho, and other wood, for Buenos Aires. Many delays were met in the passage, but it is believed this form of transportation will prove practicable in handling timber from Formosa and the Chaco. The Minister of Public Works furnished a navy tug to assist the raft over bars.

ANNUAL FAIR TO BE HELD AT RIO DE JANEIRO.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, July 25.]

The Prefect of the Federal District has just signed a law providing for an annual fair to be held at Rio de Janeiro during the second half of October of each year. For the present the exhibitions will be limited to articles of domestic production, although it is currently believed that in future years foreign products may be admitted. The object of the fair is to obtain exhibitions of Brazilian products of all kinds, especially manufactured articles, thereby making known to the consuming public the industries of Brazil. The public here invariably prefers the foreign article, by reason of the fact that Brazil in the past has been very dependent upon other countries for practically all of its manufactured supplies. While the holding of an annual fair of this kind will undoubtedly accomplish much to bring about a greater feeling of confidence in domestic-manufactured goods, the entire object will not be accomplished until the present tariff barriers, those of State export taxes, shall have been removed.

The Japanese Government has appointed four experts and one secretariat in Taiwan (Formosa) to promote the tea industry there.

IMPORTANCE OF COLLECTIVE SELLING IN INDUSTRIAL RECONSTRUCTION IN FRANCE.

[Commercial Attaché Pierce C. Williams, Paris, July 6.]

The American manufacturer who looks forward to selling articles needed for the reconstruction of the destroyed industries of France should prepare for a revolutionary change in French methods of purchasing when the war ends. Instead of selling to thousands of individual buyers the materials each will need to rebuild his destroyed or damaged factory, the American manufacturer will deal with a small number of central purchasing agencies, representing groups of French manufacturers engaged in the same or related industries and assisted by the credit of the French Government. Unless, therefore, the American manufacturer prepares for cooperative selling he may be under a serious handicap as far as furnishing industrial assistance to France after the war is concerned. Scattered American selling efforts will not be able to meet the requirements of the huge purchasing power of several thousand French consumers exercised through State-aided buying organizations.

The French manufacturer has sometimes been regarded as the most individualistic of business men, and only the size and complexity of the task of industrial reconstruction of the invaded regions has caused him to accept such a radical change in his business methods as collective buying. He realizes that the task of repairing the devastation wrought during the last four years is too gigantic to handle with the individualistic and competitive methods that prevailed before the war.

Extent of Industrial Damage in France.

It is difficult to give any adequate idea of the extent of this damage. While the area that has been under German occupation for almost four years is small, as compared with corresponding regions in the United States, it should be kept in mind that prior to August, 1914, northern and eastern France, with Belgium, constituted one of the world's busiest workshops. In the invaded Departments of France alone (Meurthe-et-Moselle, Ardennes, Somme, Aisne, Nord, Pas de Calais, etc.) there were nearly 26,000 factories and industrial establishments. These factories represented more than 30 per cent of the industrial output of all of France. Before the war the Departments now occupied by the enemy furnished France with the following proportion of the country's total production of the articles named: Iron ore, 90 per cent; pig iron, 83 per cent; steel, 75 per cent; coal, 70 per cent; combed wool, 94 per cent; linen thread, 90 per cent; sugar, 65 per cent.

While the curtain of war shuts off all normal communication between the owners of factories in the invaded districts and their property, information is constantly being brought back to them in various ways. Workmen, engineers, and superintendents who were caught in the north of France when the German army rolled through have gradually worked their way back to Paris as their repatriation has been accomplished. The information they bring gives an answer to the question as to what remains of French industrial establishments in the invaded districts. In many localities and in numerous industries, it may truthfully be said that literally nothing remains.

Coal mines have been flooded, and years will elapse before coal will be hoisted out of them again. Electric-power stations and their transmission lines have in many cases been thoroughly dismantled, the machinery carried off by the Germans, and the copper wire sold at auction. Practically all of the equipment in metal-working plants, all the cotton, linen, and wool spinning machinery, together with wool-combing plants and textile looms, have been systematically pilaged. Repatriated workmen bring back word that machines have been skillfully taken apart and all the copper and alloys in the bearings sent into Germany for remelting. In many cases, after this was done, the iron frame was broken up and turned over to German scrap-iron dealers. Steel structures have been taken down, and the sheet-iron roofs and steel columns and beams have either been sent back into Germany or used elsewhere in the war zone. Sugar refineries and breweries may be considered as completely destroyed. Machine shops finished just before the war broke out have been razed to the ground, and, if in the rear of the battle line the enemy has continued in operation certain plants that are capable of serving his purposes, there is every likelihood that they will later be deliberately destroyed.

Estimate of Cost of Destroyed Industries.

Figures give little idea of the material destroyed. But, because there is no other way, the following statistics are given as representing the cost of construction before the war of a few of the industries of northern France that are known to have suffered worst; they are furnished by a trustworthy and semiofficial source:

	Francs.
Spinning of combed wool (2,400,000 spindles)	192, 000, 000
Spinning of cotton (2,800,000 spindles)	184, 000, 000
Spinning of flax (500,000 spindles)	100, 000, 000
Wool weaving (56,000 looms)	92, 000, 000
Weaving of cotton cloth (29,000 looms)	46, 000, 000
Central electric stations and lines of distribution. (300,000 kw.) ..	250, 000, 000
Machinery and electrical manufacturing plants	500, 000, 000
Sugar refineries	135, 000, 000
Breweries	137, 000, 000
Small machine shops	350, 000, 000
Coal mines	900, 000, 000
Iron mines, blast furnaces, and steel works	2, 500, 000, 000

These figures do not include the value of the land on which buildings stood; nor (with the exception of the coal mines, the blast furnaces, and steel works) do they include the value of the buildings themselves. Neither do they include the value of stocks of raw materials and merchandise in course of manufacture. The loss of these stocks may be considered as complete.

In addition to the industries mentioned, there were many other flourishing trades represented by up-to-date installations. Ice-making plants, glass works, public works, gas and water works, pottery works, oil works, flour mills, printing plants, establishments for dyeing and bleaching textiles, food-conserving plants, chemical and fertilizer works, etc., abounded in the invaded regions of France. Their buildings, tools, and stocks of merchandise represented an enormous outlay of capital.

The cost of replacing these industries to-day is conservatively estimated as nearly three times the original cost.

State Undertakes Reconstruction Task.

From the moment when the question of restoring the industrial life of the invaded districts was first discussed there was general agreement that the task was so gigantic that only the State could successfully undertake its accomplishment. As early as December 23, 1914, the French Government enunciated the principle that any damage caused by the war should be a charge on the French nation as a whole. In other words, no matter what terms of peace might be agreed upon, no matter what indemnities or reparation might be exacted from enemy countries, the manufacturer whose property had been destroyed or damaged would be entitled to look to the French Government for the means of resuming industrial activity in the same locality in which he was manufacturing when war overwhelmed him.

From the beginning, also, there was general agreement regarding the form that this indemnity from the Government to the stricken manufacturers should take. It was not cash the owner of a damaged factory wanted, but merchandise—bricks, steel, and mortar with which to construct new buildings, machinery to put into them, and raw materials with which to commence manufacturing. A system of cash indemnities, as pointed out by the Paris Chamber of Commerce on May 12, 1915, is obviously unsound and fraught with danger. For, even with the replacement value of his destroyed factory in his hand, the French manufacturer would not be sure of obtaining the materials necessary to reconstruct it. The payment of cash indemnities to thousands of individual manufacturers would inevitably produce the fiercest kind of competition. They would all enter the world's markets at the same time, and the resulting increase in the price of materials and equipment would in all probability eat up a large part of the indemnity, without insuring to the purchaser the materials he required. Such a plan might delay the reconstruction of industrial life in the invaded regions of France for years to come.

If, then, the State was to assume the obligation of supplying the stricken manufacturers with the raw materials, the machinery and tools to enable them to resume manufacturing with the briefest possible delay, the most important thing was to create a central bureau to purchase everything needed to restore the industries that had been damaged. There was, however, deeply rooted objection to the State's undertaking the actual purchase and distribution of these materials. French Government officials were among the first to recognize this objection. Minister of Commerce Clementel declared that a Government department could not possibly have the flexibility and rapidity of decision indispensable for success in such an undertaking. He expressed himself as in favor of a private organization representing the manufacturers themselves, conducted without profit and serving as the proxy of the State in the purchase of needed materials. Obviously, the persons best equipped to undertake the actual purchase and distribution of these materials were the owners and managers of the damaged industries. They knew better than anyone else what they would require for reconstruction of their own factories.

Manufacturers Organize Association

This idea took concrete form in the latter part of 1915 with the organization of the Association Centrale pour la Reprise de l'Activité Industrielle dans les Régions Envahies (Central Association for the Restoration of Industrial Life in the Invaded Regions). The association numbers over 1,000 of the manufacturers of the invaded regions of France. Small manufacturers as well as large are represented, the membership fee being only \$10 a year. For more effective study of the best means of bringing about the speedy reconstitution of industry the membership is grouped as follows: (1) Textile industries; (2) mining, metallurgical, machine, and electrical construction industries; (3) agricultural industries, such as sugar refineries, distilleries, breweries, flour mills, and fruit-conserving plants; (4) miscellaneous industries, including all those not falling within the three preceding categories. The following statement shows the different industries classified in the four groups:

I. TEXTILE INDUSTRIES GROUP.

Wool washing and combing.	Blankets.
Wool spinning and twisting.	Felt.
Spinning of carded wool.	Sewing thread.
Weaving of woollen cloths.	Tulle.
Cotton weaving.	Embroidery, lace, passementerie.
Spinning of linen thread and tow.	Bleaching and dyeing.
Spinning of hemp.	Dressmaking.
Spinning and weaving of jute (jute bags and cloth).	Ropemaking and twine, cables, and nets.
Linen cloths.	Silk thread (Reims and Roubaix).
Upholstery cloths.	Conditioning houses.
Carpets.	Bentling and sorting of rags and waste.
Bonneterie..	Manufacture of shoe laces.

...II. MINING, METALLURGY, HEAVY MACHINERY, AND ELECTRICAL CONSTRUCTION GROUP.

Motor vehicles.	Coal mines.
Files and tools.	Iron mines.
Wire-drawing.	Steel works (soft and special steels).
Bolts and nuts.	Merchant mills.
Nails, buckles, screws, pins, etc.	Heating and radiating apparatus.
Chains and cables.	Balls and ball bearings.
Electric motors.	Heavy machinery.
Electric apparatus and fixtures.	Textile machinery.
Electric lamps.	Woodworking machinery.
Tubes in iron, steel, copper, and aluminum.	Public lighting companies.
Builders' hardware, locks, etc.	Builders of steam engines.
Sheets.	Electric-power stations.
Boiler work.	Tramway companies.
Tinware.	Gears and pinions.
Agricultural machinery.	Stampings.
Iron foundries, including malleable iron.	Manufacturers of springs.
Foundries of copper, bronze, aluminum, zinc, platinum, nickel, and lead.	Auto parts.
Machine tools.	Horse shoes.
Railway material, including street-railway supplies and equipment.	Fabricated steel, girders, trusses, etc.
Mine and mill supplies.	Hardware and kitchen utensils.
	Enameled-iron ware.
	Axles (steel).
	Kneading machines.
	Safes.

III. AGRICULTURAL INDUSTRIES GROUP.

Sugar refineries.
Distilleries (alcohol).
Breweries and malting establishments.
Millers.
Oil works.
Starch.

Chicory.
Fertilizers (artificial).
Potato flour.
Chocolate, preserves, etc.
Pastes, alimentary (macaroni, etc.).

IV. MISCELLANEOUS INDUSTRIES GROUP.

Bottle and glass works.
Tableware and crystals.
Chemical products.
Dyeing and tanning materials.
Paper mills.
Printing shops.
Tanneries, including belts.
Rubber goods.
Shoe manufacturing.
Sawmills and woodworking.
Leather goods, harness, travelers' articles.
Pottery, porcelain, etc.
Enamel (art).
Contractors.
Carpenters and house contractors.
Explosives.

Petroleum refineries.
Transport (hauling).
Tile and brick.
Straw hats.
Buttons, brushes, etc.
Cooperage and barrels.
Carriage and wagon building.
Celluloid.
Refractory material (fire brick).
Earthenware.
Warehousing.
Whalebone.
Quarrying and stone.
Soap factories.
Grindstones and polishing materials.
Glue and mucilage.

Subcommittees Formed for Different Industries.

The Association Centrale is further assisted in its studies of the restoration of individual industries by so-called *Comités Régionaux et Corporatifs* (Regional and Trade Subcommittees). The existing subcommittees are the following: (1) Committee of Woollen Goods Manufacturers, created April 18, 1916; (2) Committee of Wool Combers, created May 3, 1916; (3) Committee for Mining and Metallurgy, created May 17, 1916; (4) Committee for the Mechanical and Electrical Construction Trades, created July 5, 1916; (5) Committee of Manufacturers of Carpets and Upholstering Fabrics, created August 3, 1916; (6) Committee for the Light Steel Industry, Metal Stampings, etc., created August 23, 1916; (7) Committee of Dyeing, Bleaching, and Printing (Textile) Trades, created September 27, 1916; (8) Committee of Cotton Spinners and Manufacturers of Sewing Thread, created December 6, 1916; (9) Committee of Flour Millers, created February 21, 1917; (10) Committee Representing the Manufacturers of Tulle, Laces, and Embroidery, created March 18, 1917.

One example of the valuable aid furnished by these industrial subcommittees is the report prepared by the Committee of Woollen Goods Manufacturers, describing the importance of the French wool industry before the war and emphasizing the special considerations necessary to its reestablishment as soon as the treaty of peace is signed.

Central Buying Agency Established.

The Association Centrale, however, was unable, because of the general law governing its operation, to interest itself in commercial enterprises like the purchase and distribution of merchandise. It could not go beyond the preparation of purchasing programs based on the studies of its expert committees. This defect was corrected in August, 1916, by the organization of the *Comptoir Central*

d'Achats Industriels pour les Régions Envahies (Central Bureau for Industrial Purchases for the Invaded Regions). It is a société anonyme, or stock company. The capital stock is 1,000,000 francs (roughly \$200,000), and the par value of the shares is 100 francs or \$20. The stock is held by 226 members of the Association Centrale. The low value of the shares was determined upon by the founders of the Association Centrale in order that the purchasing bureau should always represent the small as well as the large manufacturers, and thereby retain a democratic character.

Government Control of Buying Agency's Work.

The support of the State, without which, obviously, the Comptoir Central d'Achats could not undertake operations, was provided for by a law laid before the French Chambre des Députés on June 4, 1917, and enacted August 6, 1917. It provided for a preliminary credit of 250,000,000 francs (\$50,000,000) to be used as a fund out of which the Comptoir Central would make its purchases.

That the French Government has definitely committed itself to the principle of collective purchasing of reconstruction materials is shown by the fact that a formal agreement was entered into on October 4, 1917, between the Ministers of Commerce and Finance, representing the French Government, and the directors of the Comptoir Central.

In order to show the quasi-official character of the Comptoir Central, it may be well briefly to cite the principal provisions of this contract:

Before entering into any contracts for the delivery of reconstruction materials, the Comptoir Central is required to submit to the Ministry of Commerce estimates of the quantity and nature of materials needed for the restoration of a specific industry. These estimates or purchasing programs must state the source of the materials and the approximate purchase price. No purchases may be made until the purchase estimate has been approved by the Ministry of Commerce.

The French Government authorizes the Comptoir Central not only to make purchases but to store the materials and distribute them among the manufacturers of the invaded regions when the work of reconstruction commences. This authority has been granted because the Comptoir Central will probably have a great deal of material to distribute besides that which it purchases. It may have to distribute for the Government stocks of material and tools and equipment that are left over when the manufacture of munitions of war ceases.

Naturally, much of the equipment needed for reconstituting the damaged industries of France is of special character and will have to be manufactured to order. This is particularly true of textile machinery, electrical generating machinery, steel-mill equipment, boilers, engines, etc. On the other hand, enormous quantities of construction materials, such as iron and steel, lumber, bricks, sand, cement, copper, and zinc will be needed. The Comptoir Central is authorized, after approval by the Government of purchasing estimates, to accumulate such stocks for distribution among the manufacturers as soon as they are in position to commence the work of restoration.

Stocks of iron ore, pig iron, cotton, linen, wool, etc., must also be accumulated to enable manufacturers to resume manufacturing as soon as possible. No individual will be permitted to receive more than a three months' normal supply of such materials, and he must undertake to use the material only in the invaded regions. He may pay for it in cash, or he may have the value of the material charged as an installment against the indemnity due him from the Government.

The price at which materials are delivered will be arrived at by adding to the net cost of purchase, the freight, insurance, handling charges, warehousing, and incidental expenses, including the amortization of the purchase fund.

The Comptoir Central is authorized to pay freight, insurance, warehousing charges, handling, etc., out of funds placed at its disposal by the Government. Large payments to cover purchases will be disbursed by the French Treasury on orders of payment properly certified by the Minister of Commerce.

The contract between the Government and the Comptoir Central specifies the accounts that are to be kept and makes them subject to audit by the Inspector General of Finances.

While the Comptoir is not permitted to make any profit beyond paying interest at the rate of 5 per cent on the capital paid in by the members of the Comptoir and actually employed in its operations, to cover its expenses of operation it is permitted to charge small commissions. The Government agrees to pay the Comptoir 1 per cent on all sums disbursed by it for the account of the Government. In addition, the Comptoir may charge the individual who receives merchandise one-half of 1 per cent on the value of the goods turned over to him to be used for reconstruction purposes.

All decisions of the board of directors of the Comptoir Central are subject to review by the French Government. It will be seen from the foregoing that the Government exercises strict control over the Comptoir Central and its operations. The office charged with this supervision is called the Office de Reconstitution Industrielle des Départements Victimes de l'Invasion, which is a council consisting of eight Government officials and eight members of the Comptoir Central d'Achats.

Purchases Not Now Being Made.

It should be clearly understood by American manufacturers that purchases for industrial reconstruction are not being made by the Comptoir Central at the present moment. The French nation is not allowing its grave concern in the task of the future to distract its attention from the task of the present. Before the work of repairing the war's damage can be undertaken, the war must first be won. And to win the war every foot of steamship space must be given over to the transportation of troops and war supplies. For the time being, therefore, no freight space can be spared, not even for the importation of materials that must be on hand before industrial reconstruction in the invaded regions can proceed.

System of Estimating Future Requirements.

In the meantime the Comptoir Central is busying itself in making estimates of the materials that each industry will need. These studies are being made in a painstaking manner. It is obviously difficult to

arrive at any accurate estimate of the cost of replacement, but the procedure is as follows: The Comptoir Central starts with the known fact that before the war a given industry represented so many producing units. In the cotton spinning and weaving trades, for example, the number of spindles and looms is known. Unit costs of installation are arrived at by taking the best information available. The Comité Corporatif is called upon to supplement this rough estimate of the original cost of the textile plants in operation in August, 1914, with additional data regarding the cost of buildings, of boiler plants and machine shops, of stocks of raw materials in process of manufacture, etc. In this way a more accurate figure is arrived at as representing the original cost of the entire investment in spinning and weaving plants for cotton. The latest information available is then brought to bear upon the question of what percentage of the cotton spinning and weaving industries has been destroyed. By checking and rechecking these figures with accounts brought by repatriated inhabitants of the invaded regions, a fairly accurate estimate is made of the value of the investment damaged by the war. Costs of replacement, based on present market prices, are then calculated for buildings, machinery, supplies, and the raw materials needed for manufacturing.

This estimate—extremely general and claiming no great exactness—is then submitted to the Office of Restoration, in the Ministry of Blockade and Liberated Regions. The experts of the Government go over the estimates. If they approve them, they return the program to the Comptoir Central with instructions to prepare a more detailed purchasing program. The Comptoir then calls upon the Comité Corporatif representing the industry that is the subject of study at the moment. The Comité takes up the problem from the standpoint of the individual manufacturer, obtaining from him specifications of the machinery and supplies he will require to resume operations. Naturally final approval can not be had for any purchasing program until the Comptoir is in a position to submit purchase contracts to the Government, and this is not possible under existing conditions. Arrangements must first be made to provide the enormous reservoir of credit needed to finance reconstruction purchases, and to set free from war needs the freight space required for the transportation of reconstruction materials.

About half of the industries listed in the four groups have already been surveyed in the preliminary way described above. In many of them it is impossible to make estimates of the damage done or the cost of restoration, because the engineers and technical men in many cases are still behind the German lines.

Equally important in this preparatory stage, however, is the work of establishing contact with prospective suppliers, so that everything may be ready for the signing of contracts as soon as the world turns from war to peace.

Individual Firms Unable to Meet Situation.

Since the United States must naturally be counted upon to aid France in the work of industrial reconstruction, the Comptoir Central is interested in getting in touch with American manufacturers. One of the directors of the Comptoir Central informed me that there would be little use in having individual American manu-

facturers send catalogues to the Comptoir Central, or enter into preliminary correspondence with it with a view to taking orders later on. It has already been emphasized in this report that the task of restoring the destroyed industries of France is too huge for individual and competitive buying. The directors of the Comptoir Central are equally certain that it will be out of the question for isolated American firms, no matter how large or well equipped they may be in their own special branch of manufacture, to meet the demand that will be made upon them by France for the restoration of the invaded regions. It is with groups of American manufacturers—each group capable of supplying a certain industry in the invaded district with all of the materials and special equipment needed for its restoration—that the Comptoir Central wishes to establish relations at this time.

Needs of the Sugar and Textile Industries.

Let me illustrate what is meant by taking the sugar industry of the occupied territory. In the manufacture of sugar-refining apparatus the United States occupies a leading position. But the French sugar refiners, whose plants have been damaged or destroyed by the war, do not expect to approach as individuals the American suppliers of sugar-refining machinery. They will, on the contrary, present a united purchasing front through either the Comptoir Central or some other organization like it, and they expect to be able to make contracts with firms representing groups of manufacturers capable of furnishing what they require for reconstruction down to the last pipe and gauge.

The textile industry of the invaded regions furnishes another argument in favor of collective selling methods. The tentative plans for the reconstruction of that industry, according to a statement made to me by one of the directors of the Comptoir Central, call for the purchase of the necessary machinery in a country where it can be most readily obtained and where it can be purchased through collective selling organizations.

Problems Faced by the Steel Industry.

The restoration of the French steel industry will serve as a final illustration of the need for group selling on the part of American suppliers of iron-mining and steel-works equipment.

The steel industry, for obvious reasons, must be restored as quickly as possible, so that it may furnish iron and steel products to replace the other industries destroyed by the war. The restoration of the steel industry alone will be an enormous undertaking. Ninety per cent of the 21,000,000 tons of iron ore mined in France came from the mines of the Department of Meurthe-et-Moselle; 85 per cent of the 5,000,000 tons of pig iron produced in France was smelted in blast furnaces in the eastern and northern districts of the country; and 75 per cent of the ingots made in France were cast in the steel works of the regions now occupied by the Germans.

How can this vital industry be reconstructed except by collective effort? To get some idea of the need for cooperation, let us reverse the picture. Imagine western Pennsylvania ravaged by earthquake and fire. Houses lie in ruins, railway tracks are torn up, bridges are broken down and lie in the bed of the streams, coal mines are flooded with water and their hoisting apparatus is bent into unrecognizable forms of twisted metal, blast furnaces and steel works are piles of

crumbling brick. Imagine this blackened and uninhabited country suddenly re-peopled and eager to resume its former industrial activity. Unable to find machinery or materials near by, the stricken manufacturers of western Pennsylvania must send 3,000 miles across the Atlantic Ocean to France for help. In such a situation what would they do? Unquestionably they would first of all band themselves together for cooperative buying, so that there should not be destructive competition and a wasteful scramble for materials. And when this joint effort had secured an approximate inventory of what remained and gained a fair working idea of what was needed in the way of tools, machinery, and raw materials, would not the American victims of such a disaster next look for some collective selling counterpart to their collective purchasing?

In any case present indications are that the French steel makers whose plants the war has blotted out of existence will attempt to bring about the restoration of their blast furnaces, converters, and rolling mills by collective buying through the Comptoir Central d'Achats or some other organization affiliated with it. The adoption of this principle for after the war is a natural outcome of the tendency toward concentration, integration, and association that characterized the French steel industry before the war. In place of numerous small steel plants in existence 15 or 20 years ago, the steel production of France to-day is centralized in a comparatively few strong companies, and many of these companies are completely integrated; that is, they operate their own coal mines and their own by-product coke ovens; they reduce the iron ore hoisted out of their own mines in their own blast furnaces, and they convert the pig iron into steel in their own Thomas converters and Martin furnaces. Over 90 per cent of the steel output of France is represented in the Comité des Forges, the iron and steel association of that country. And for some years the French steel makers have sold a large part of their product through comptoirs or central selling offices. It is not surprising, therefore, that the French steel makers, when confronted with the task of meeting the overwhelming disaster which the war has brought them, should pursue their policy of closer trade association to the point of adopting cooperative buying of reconstruction materials.

The French steel men believe that one of the best ways for America to help them is by placing at their disposal as soon as the war ends some tried form of cooperative selling. The French steel makers do not wish to be obliged to obtain prices from several hundred American firms engaged in the business of supplying the thousands of articles needed in the construction of steel works. They hope to be able through their central buying office to approach strong and responsible American firms, representing groups of manufacturers of steel-works equipment. The representatives of such a group should be in position to take the blue prints and specifications prepared by the central purchasing office of the French steel industry and name prices and dates of delivery on every piece of machinery and every pound of material needed to enable the French steel makers to resume the manufacture of steel on the sites of their old plants.

Efficient Aid to France Calls for Collective Selling.

I have said that French manufacturers whose plants have been destroyed by the war expect Americans to help them. It is this

principle of helping France that should animate all American plans for sharing in the work of reconstructing the invaded regions. It is not a question whether American manufacturers will be able to hold their own in competition with other nations in supplying the needs of France after the war. There will be more business in connection with industrial reconstruction in France alone than any single nation can properly attend to.

The task is far beyond the effort of individuals, and it must be approached in a spirit of service if France is to be speedily brought back to her former economic fruitfulness. No one can doubt that after the war American business men will approach the task of assisting in French industrial reconstruction in the same spirit of unselfishness that has marked the aid they have given their own Government during the war. Unselfishness, however, must be accompanied by efficiency, if the reconstruction of French industrial life is to be brought about quickly. In securing that efficiency a valuable part may be played by collective selling.

DECREASED EXPORTS FROM AMSTERDAM TO UNITED STATES.

[Consul Frank W. Mahlin, Amsterdam, Netherlands, July 12.]

The declared value of the exports from Amsterdam to the United States during the quarter ended June 30 was the smallest for any quarter in many years, being only \$1,629,803. Of this total the value of diamonds was \$1,419,800.

The declared value of all articles exported to the United States during the first six months of 1918 was as follows:

Articles.	First quarter.	Second quarter.	Total, 6 months.	Articles.	First quarter.	Second quarter.	Total, 6 months.
Bottle caps.....		\$526	\$526	Oils:			
Buttons.....	\$3,337		3,337	Essential.....	\$2,062	\$2,613	\$4,695
Bulbs.....	1,062		1,062	Haarlem.....	4,615		4,615
Cinchona bark.....	1,755		1,755	Paints.....		32,109	32,109
Cotton goods.....	8,386		8,386	Paintings.....	5,678	1,329	7,007
Diamonds:				Plants.....	35,796		35,796
Polished.....	2,578,936	1,417,302	3,996,238	Quinine.....		4,297	4,297
Rough.....		2,498	2,498	Seeds.....	123,535	139,289	262,824
Decolorizing carbon.....		23,678	23,678	Spices.....	2,915		2,915
Drugs and chemicals.....	301	4,882	5,183	Other articles.....		461	461
Earthenware.....		319	319	Total.....	2,770,613	1,629,303	4,399,916
Household effects.....	2,215		2,215				

The great decline this year is shown by the following figures for preceding years:

	First 6 months of—				
	1913	1914	1915	1916	1917
Total value of exports.....	\$15,973,817	\$12,772,059	\$8,625,449	\$21,522,542	\$10,630,516
Diamonds.....	7,632,066	4,035,331	2,844,372	10,166,915	9,008,010
Tobacco.....	5,201,355	3,893,306	3,446,636	6,991,627	334,438

Tobacco has entirely disappeared from this year's exports, besides about 50 other articles which appeared regularly in the export returns of this consulate.

The principal causes of the decline of exports this year were lack of shipping facilities and export prohibition. Added thereto is the recent requirement of our Government that the number of the import license appear on all consular invoices, which suspends what export business could be done until those numbers are received.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Chemicals.....	27369	Paints.....	27370
Dyes.....	27365	Pharmaceutical products.....	27369
Cotton thread.....	27369	Razor strops.....	27371
Foodstuffs.....	27373	Safes.....	27366
Hardware.....	27369, 27370	Shoes.....	27369
Linen.....	27369	Writing paper.....	27372
Machinery.....	27367, 27368		

27365.*—A large wool spinning and weaving concern in Italy desires to secure samples preparatory to a wholesale purchase of dyes for wool in locks, cotton in locks, woolen fabrics, and fabrics of wool and cotton. Strong colors for dyeing the wool and cotton in locks and dyes capable of resisting light for the weaves of wool and half wool are required. Terms will be cash against documents. Correspondence should be in Italian. References.

27366.†—A firm in Chile that formerly represented European manufacturers of iron and steel safes desires to represent American manufacturers in that line. Reference.

27367.*—A company in Australia wishes to purchase machinery for the drying of eggs to make egg powder for food purposes. Ostrich eggs to be used. Complete instructions for preparing, etc., are required. Reference.

27368.*—A manager of a firm in the Azores desires to receive catalogues and prices of the most modern X-ray machine apparatus and accessories. He wants them for supplying a hospital. Cash will be paid. Correspondence may be in English. References.

27369.†—An agency is desired by a man in France for the sale of chemicals, pharmaceutical products, shoes, hardware, linen and linen sheets, and linen and cotton thread. Correspondence should be in French.

27370.*—An agency is desired for Australia and New Zealand by an association in Australia for the sale of hardware lines, oil varnish or paints, and of special lines of merchandise. Cash will be paid against documents. Reference.

27371.*—A firm in Canada desires to purchase razor strops. Quotations should be made f. o. b. all rail. Cash will be paid. References.

27372.*—A firm in Mexico desires to purchase writing paper. Samples of the paper desired and full information may be had from the Bureau or its district offices. Refer to file No. 104800. Quotations should be given f. o. b. both San Francisco and New York. Terms of payment will be cash with order. Correspondence may be in English.

27373.*—A company in England wishes to purchase foodstuffs of all kinds, including table jellies, confectionery, etc. Terms of payment, by letter of credit. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 98 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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CONTENTS.

	Page.		Page.
New Import and export duties in Trinidad.....	785	Moncton fears a natural gas shortage.....	793
Use of metric system in Uruguay.....	786	Standard locomotives for Chinese rail-ways.....	794
Decrease in Canadian trade.....	787	New Danish harbor works.....	795
Wool shipments from Montevideo.....	787	Hongkong market for marine engines.....	796
Effort to increase Brazil's domestic pro-duction.....	788	Municipal finances of Bergen, Norway.....	796
Economic program of the Spanish Gov-ernment.....	788	Dutch Company for purchasing build- ing materials.....	797
Proposed bounty on Canadian zinc.....	789	Increased exports from Santo Domingo to United States.....	797
Swiss market for musical instruments.....	790	Second Brazilian National Live-Stock Exposition.....	798
Cane-sugar industry in Western Venezu- ela.....	791	Maximum prices in Uruguay.....	799
Discovery of manganese deposits in Honduras.....	791	Japanese cotton mill in Shanghai.....	799
The carob tree in Southern Italy.....	792	Condition of crops in the Netherlands.....	800
Commerce Department to aid Red Cross salvage work.....	793	Offices of the Bureau of Foreign and Domestic Commerce.....	800

NEW IMPORT AND EXPORT DUTIES IN TRINIDAD.

[Consul Henry D. Baker, Trinidad, Aug. 2.]

In order to increase the revenue of the Colony, additional taxation has been imposed, based on the recommendations of a committee of the Legislative Council. The changes in import duty affect tobacco and rum, and the rates are as follows: Leaf tobacco, containing less than 25 per cent of moisture, 2s. 6d. (\$0.61) per pound, increased from 1s. 5d. The increase of 1s. (\$0.24) in the import duty on rum is accompanied by a similar increase in the excise duty, so that the present rates are 14s. (\$3.40) per gallon under the import schedule and 10s. 6d. (\$2.55) per gallon for excise purposes, when the strength is not over proof.

Export Duty on Copra and Coconuts.

Copra is now subject to an export duty of 5s. (\$1.22) per 100 pounds, increased from 1s. per 100 pounds. The new rate on coconuts is 1s. 8d. (\$0.40) per 100 nuts, as against the old rate of 3s. 4d. per 1,000, or 8 cents per 100.

The committee recommended the increase in the export rates on the grounds given in the following statement:

We have considered the increases in the export duty rates on coconuts and copra which are advocated by the Food Committee with the view of so far regulating the local price of copra as to secure the manufacture of an adequate supply of coconut oil for the needs of the Colony, and concur in the Food Committee's recommendation that whilst the New York market price of copra remains at its present high figure, the Governor should fix the export duty on coconuts and copra at 1s. 8d. per 100 nuts and 5s. per 100 pounds, respectively. We estimate that the additional amount to be derived from this proposal during the remainder of the current year will be approximately £10,000.

In addition to the above-mentioned taxes an Ordinance was passed on May 29 providing for a war tax to be levied on incomes of £500 and over, which has since come into force.

USE OF METRIC SYSTEM IN URUGUAY.

[Consul William Dawson, Montevideo.]

By a law of May 20, 1862, the metric decimal system of weights and measures replaced as from January 1, 1867, the units then in use, which were with certain local modifications the old Spanish weights and measures. The law provided for special courses of instruction for teachers, accountants, and customs officials, as well as for the teaching of the metric system in public schools.

The introduction of the new system proved, however, a difficult and tedious process, and a second law of October 2, 1894, made the use of the metric system compulsory in all civil and commercial transactions of any kind as well as in accounts, invoices, price lists, memoranda, receipts, book entries, and every class of commercial and civil documents in which weights or measures are used or mentioned. Its use was also made compulsory in official or private publications issued in Uruguay and mentioning weights or measures concerning facts or transactions in the country.

Fines for Not Using Metric System—Scales Stamped.

Fines of 25, 50, and 100 pesos (\$25.85, \$51.70, and \$103.40) are imposed for the first, second, and third offense, respectively, in the case of merchants, commercial agents, notaries, surveyors, newspaper men or authors, accountants, public officials, or members of liberal professions transgressing the law. Neither the courts nor administrative authorities can admit documents containing other weights or measures until the offending party has paid the regular fine. This law even prohibits the mention or use in any way in documents and transactions of units other than those of the metric system. It specifically states that even where the customer demands a "libra" (pound), a "cuarta" (quart), etc., he must be served in metric units.

Merchants and others dealing in merchandise which from its nature requires the use of scales and measures are compelled to keep all such metric scales and measures as are necessary in their particular trade. All such scales and measures are officially examined and stamped and must be inspected at least once a year. In public markets and fairs there are special offices in which purchasers can have merchandise weighed or measured. The manufacture of metric weights and measures is free, although the sizes and classes authorized are specifically regulated and weights and measures can not be sold or used until stamped by the proper authorities. Metric weights and measures imported from abroad must also be examined and stamped before being sold or used, and the importation of any instrument for weighing or measuring not of the metric system is expressly prohibited.

Metric System Now in General Use.

The effect of the law of 1894 has been to make the use of the metric system general for all purposes, and no other units are used in official publications or commercial transactions. Persons who grew up prior to its general introduction no doubt still continue to think in terms of the old units, the names of which may still be heard. Probably none of the old units have remained in use longer than those used in the measurement of distances and land areas.

Even to-day in the country districts the "vara" (0.866 meter) and the "vara cuadrada" (0.75 square meter) and more particularly the lineal and square "cuadras" (86.6 meters and 0.75 hectare, respectively) are currently referred to by many older inhabitants who, while compelled to use meters and hectares officially and commercially, still continue to think in the prohibited terms.

The already strict requirements concerning weights and measures were reinforced by a decree of February 8, 1918. [See *COMMERCE REPORTS* for Apr. 8, 1918.] Under one of the provisions of a previous law any defraudation in weight or measure is punished by a fine of 4 pesos (\$4.14) for the first offense, 10 pesos (\$10.34) for the second, and 25 pesos (\$25.85) for each succeeding offense.

The difficulties and loss of time entailed by the necessity of exactly weighing a large number of small sales recently led retail grocers to petition for a tolerance of 5 per cent for sales of less than 250 grams (0.55 pound). The Government decided, however, that such a tolerance could not be authorized under the terms of the law of 1894.

DECREASE IN CANADIAN TRADE.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 21.]

According to statistics issued by the Canadian Government there was a decrease of \$198,812,079 in the country's total trade for the first four months of the fiscal year (April, May, June, and July) as compared with the same period in 1917, the figures being \$702,748,065 and \$901,560,144, respectively.

Imports were valued at \$82,907,900 in July, 1918, and at \$90,181,595 in the same month last year. The imports for the four months ending July 31 amounted to \$382,100,850 in 1917 and \$333,435,708 in 1918, a decrease of \$48,665,142. The duty collected for this period was \$60,528,738 in 1917 as against \$55,989,545 in 1918.

The total exports (domestic) for the four months 1918 were \$361,692,926 as compared with \$507,854,674 in 1917, a decrease of \$141,161,748. This decrease occurred chiefly in exports of manufactured articles and agricultural products. The foreign merchandise exported was valued at \$11,604,620 in the four-month period in 1917 and at \$7,619,431 in the corresponding period of this year.

WOOL SHIPMENTS FROM MONTEVIDEO.

[Consul William Dawson, Montevideo, Uruguay, July 11.]

The following figures were published by *El Siglo*, showing the quantities of wool shipped from Montevideo during the period from October 1, 1917, to June 30, 1918, in bales of roughly 1,000 pounds each: To Barcelona, 13,044 bales; to Japan, 334 bales; to Havre, 2,911 bales; to Buenos Aires, 7,610 bales; to Genoa, 19,477 bales; to New York, 14,755 bales; to Marseilles and Bordeaux, 1,224 bales; total shipments, 59,355 bales. During the nine months from October 1, 1916, to June 30, 1917, Montevideo shipped 73,246 bales of wool. The falling off in 1917-18 is due to shipping and exchange difficulties.

EFFORT TO INCREASE BRAZIL'S DOMESTIC PRODUCTION.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, July 11.]

Since the entrance of Brazil into the war, great efforts have been made to increase domestic production of agricultural crops in order to avoid using tonnage in importing commodities which might be produced in Brazil and to assist the allied nations in making up for the present shortage of food and other essential war supplies. Some months ago a commission to stimulate domestic production was appointed, which under the direction of the Brazilian Secretary of Agriculture has been rapidly showing results. Each State Government has appointed a State commission, which serves as intermediary between the municipalities and the Federal commission at Rio de Janeiro.

During five months 730,838 kilos of seeds, 12,330 kilos of sulphur, 5,617 kilos of formicide, and 61,170 bulletins have been distributed among planters and farmers by the commission and nearly 5,000 telegrams and letters concerning requests for assistance have been sent. Nearly 20,000 lithographed posters urging agriculture on a larger scale have been distributed, following the example of the United States. The principal kinds of seeds distributed are wheat, barley, beans, cotton, rye, potatoes, oats, castor oil, corn, hemp, rice, peanut, lentils, hay, onions, alfalfa, and eucalyptus.

Insecticides distributed have consisted principally of sulphur, formicides, sulphate of copper, and Paris green. Important orders have been placed for agricultural machinery in the United States which will be sold to planters at cost price upon arrival.

ECONOMIC PROGRAM OF THE SPANISH GOVERNMENT.

[Board of Trade Journal, Aug. 1.]

The Minister of Public Works has outlined to the Spanish press the steps which the present Government hopes to take in order to set in motion the work of Spain's economic reconstitution. These are:

- (1) Nationalization of the trunk railways and changes in legislation in regard to the secondary railways;
- (2) Regularization of concessions granted for the exploitation of the large watercourses;
- (3) Extensive budgetting for public works and the allocation of the sums which Parliament may vote;
- (4) A modification of the regulations in regard to mining;
- (5) Creation of an agricultural credit organization;
- (6) Organization of an agronomic service and the work of reafforestation; and
- (7) The creation of an organization which will forthwith prepare the economic life of Spain both for the period of transition between war and peace and for the lines of policy which will have to be followed after the war.

The projects already presented to the Cortes in the present session relate to the electrification of Pajares Pass, the Villablino Railway, the drainage of swamps and marshes, preservation of woods, and potash salts.

The minister stated that all his projects tend in the direction of an increased intervention of the State and of an intense economic

nationalism, which he considers to be absolutely indispensable in order that Spain may not be at the end of the war a country economically invaded and financially despoiled.

Railway Policy—Foreign Capital.

It has been proved that the present railway companies are not financially able to execute the urgent and necessary works for the development of the national railway system in a form adequate for the future requirements of Spain, and the Minister, therefore, regards it as a matter of fundamental importance for the organization of the country's economic life that the problem of the railways should be solved. The Minister further stated that until this problem is solved Spain will not be able to increase its military power however much is spent on military services, nor will any proper benefit be obtained from the assistance given to the siderurgical and metallurgical industries. The intensification of the national railway system would open up a wide field for the mining industry and would make it possible to work in Spain the ore now exported as raw material.

The Minister considers that concessions, both for mines and for water power, which the State may grant must be limited to private individuals and to enterprises which are domiciled in Spain. He is not in favor of rejecting the aid of foreign capital, but is of the opinion that steps should be taken to render it unnecessary.

It is necessary that all foreign capital which may interest itself in Spain, he concluded, should constitute its enterprises according to Spanish laws and that the business which it creates or develops in Spain should be subject to Spanish administrative and fiscal legislation.

PROPOSED BOUNTY ON CANADIAN ZINC.

[British Board of Trade Journal, July 25, 1918.]

A bill introduced in the Canadian House of Commons on May 20, 1918, proposes the payment of bounties on zinc produced from zinc ores mined in Canada. Under the provisions of this bill whenever it appears to the satisfaction of the Minister of Trade and Commerce that the standard price in London of zinc or spelter in cakes, blocks, or pigs is less than £41 8s. 6d. (\$201.59) per ton of 2,240 pounds, the Governor in Council may authorize the payment out of the Consolidated Revenue Fund of a bounty on zinc or spelter produced in Canada, at the time the price is as above stated, from zinc ores mined in Canada. The zinc or spelter in question must contain not more than 2 per cent of impurities to be entitled to the bounty. The bounty shall be equal to the difference between the standard price per ton and £41 8s. 6d., but shall in no case exceed 2 cents per pound, and in no event shall any bounty be paid when the price received for such zinc and spelter by the producer is 9 cents or more per pound.

The total amount expended shall not exceed \$400,000, and no bounty shall be payable under the proposed act on zinc or spelter produced after July 31, 1920.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

SWISS MARKET FOR MUSICAL INSTRUMENTS.

[Consul William P. Kent, Berne.]

Switzerland is an exporter rather than an importer of musical instruments. The piano market in this country is now virtually in the hands of Swiss manufacturers, who furnish about 70 per cent of the domestic requirements. The imports of pianos during the past three years were valued as follows: In 1915, \$154,020; in 1916, \$246,873; and in 1917, \$231,884. None of the instruments came from the United States. The prices of Swiss pianos are now under those of the imported article. The actions and keys for the manufacture of the Swiss piano are almost without exception imported from Germany.

Local dealers state that American pianos enjoy a good reputation, but the high freight charges and the great risks make the American article too expensive to compete successfully with the Swiss, German, and French product. The prices of German pianos are from \$140 to \$400, and the Swiss from \$170 to \$320.

Harmoniums are imported to an amount of \$29,000 worth, chiefly from Germany. Some are manufactured in Switzerland.

Considerable Import of Musical Instruments—Customs Duties.

Imports of other musical instruments, such as violins, harps, flutes, trumpets, and wind instruments, were valued at \$190,830 in 1916 and \$142,080 in 1917. Exports of these instruments reached a value of \$104,200 in 1916 and \$57,923 in 1917.

There is a considerable import of unfinished pieces of musical instruments into Switzerland. In 1917 the imports amounted to \$187,607, and consisted mostly of keys and actions for pianos.

With reference to phonographs and similar instruments the field does not seem to be favorable, as there is an extensive production in Switzerland. In 1917, \$2,181,942 worth of phonographs, music works, and cinematographs (the latter being entered under the same heading but comprising only a small share) were exported from Switzerland. Of this value \$308,126 was credited to the United States. The imports in 1917 amounted to only \$459,537, chiefly from Germany and consisting principally of phonographs.

There is, however, a great demand for phonograph records, especially orchestra selections of modern dance music.

The duty on the various instruments is as follows: Pianos, \$7.72 per 220 pounds gross; harmoniums, \$4.82; orchestrions, \$3.86; violins, harps, flutes, harmonicas, wind instruments, etc., \$4.82; finished pieces of musical instruments, \$1.54; and phonographs, plates, and disks, \$3.86.

[A report on talking machines in Switzerland was published in **COMMERCE REPORTS** for Mar. 4, 1918. A list of Importers of phonograph plates may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 103414.]

The stamping of the retail price on the soles of shoes will be obligatory in Denmark, according to the Berlingske Tidende, if the recommendations of the special commission appointed to study the foot-wear situation in Denmark are accepted by the Ministry of the Interior.

CANE-SUGAR INDUSTRY IN WESTERN VENEZUELA.

[Consul Emil Sauer, Maracaibo, Aug. 2.]

The cane-sugar industry in a certain form has existed for a long time around Lake Maracaibo. There were established a large number of small mills making a brown sugar called papelon or panela, put up in blocks like maple sugar in the United States and Canada, and polarizing from 70° to 75° . This sugar was made only for the local market and Curaçao, practically none being exported to other countries until 1916, when, owing to the high price and scarcity of sugar, \$15,435 worth of papelon was shipped to England and \$732 worth to the United States. The total amount of papelon exported from Maracaibo in 1916 was 3,325,783 pounds, valued at \$71,453, against 2,912,780 pounds, valued at \$49,735 in 1915.

White Sugar for Export.

The manufacture of sugar for export to the United States had its inception in the lowering of the American duties under the tariff act of 1913, but factories were not completed for operation until the autumn of 1915, when the grinding season began. During the last months of 1915 \$57,804 worth of sugar was invoiced for export to the United States. Four factories making centrifugal sugar were erected on the south and east sides of Lake Maracaibo, at Bobures and La Ceiba:

Venezuela Sugar Co., at Bobures; general office, Maracaibo. Name of factory, "Central Venezuela." Acreage of cane, 4,000.

Central Azucarero de La Ceiba; general office, La Ceiba. Name of factory, "Central La Ceiba." Acreage, 1,400. Not operating.

Central Azucarero del Zulia, at Bobures; office, Bobures. Names of factories, "Central Sucre," a new and large factory, and "Central Banco," both at Bobures. "El Banco" is operating. Acreage, 2,000.

The sugar from these factories exported to the United States generally polarizes around 97° and is intended for the refineries. In 1915 1,955,784 pounds of sugar were shipped to the United States; in 1916, 14,997,501 pounds; in 1917, 24,811,567 pounds.

Low Sugar Content—Papelon Mills.

It is reported that a much larger quantity of cane per acre is produced here than in Cuba, or other cane-sugar countries, but that the sugar content of the cane is much less, the extraction being only 6 to 7 per cent of the weight of the cane in Venezuela, against 10 to 14 per cent in Cuba, Hawaii, and elsewhere. Another drawback to the sugar industry on Lake Maracaibo is the climate, which, it is said, tends to discourage even native labor.

There are some 25 papelon mills in the vicinity of Bobures and Encontrados del Zulia, each with its cane plantation. One of these mills makes white sugar, but only for the local market.

DISCOVERY OF MANGANESE DEPOSITS IN HONDURAS.

[Consul Walter F. Boyle, Puerto Cortes.]

The Puerto Cortes consulate has been advised by persons resident in this district that they have discovered and denounced a rich deposit of manganese within 2 miles of the Honduras National Railroad. They claim that this ore is mixed with graphite, gold, and copper.

THE CAROB TREE IN SOUTHERN ITALY.

[Consul Robertson Honey, Catania, July 20.]

There are four varieties of the carob tree in Sicily. The one known as *Ceratonia Siliqua saccharata* is distinguished by a slight curvature of the pods, which are thinner at the apex. The pulp contains more sugar than that of the other varieties; the pod is of a bright chestnut color. On account of the high percentage of sugar the fruit is difficult to store, and interest in this variety is falling off. The pods of the *Ceratonia Siliqua latissima* are very much straighter, thicker, and longer than those of the preceding variety; they are of blackish color. This variety is of interest because of its abundant yield of fruit, which is heavy and has a fibrous, dry mesocarp. The tree develops well and has dark green foliage. *Ceratonia Siliqua racemosa* is distinguished from the two preceding varieties by its meaty pods, which are long, wide, and straight and grow in large bunches. The leaf is larger and firmer, somewhat similar to that of the pistachio. The wood is more glossy and the bark is better developed. *Ceratonia Siliqua falciata* has fruit of sickle shape. This variety is losing importance because the fruit on maturity is very thin and slender.

Provinces Producing Carobs—Trees Attain Considerable Height.

The carob grows in the Provinces of Syracuse, Trapani, Cagliari, Bari, Palermo, Girgenti, Messina, Caltanissetta, and Catania, named in order of production. The Province of Syracuse is especially productive in the districts of Modica and Noto. Here the soil is arid and rocky, and the tree grows wild to a large extent, little being done by man either as to planting or cultivation. The trees are found over an area of about 275,000 acres. These districts are near the sea, and their latitude is about 36° 50' N. Although the Province of Syracuse produces more carob than the remainder of Italy combined, there is no carob industry in that Province, and in normal times the product is exported.

Carob trees attain a height of 65 feet or thereabouts, and the spread of the branches is also large. The tree grows slowly in these parts, and does not yield until about 15 years old. It is noted here that the largest number of pods are found on the older branches, where foliage is less abundant.

Fertilizing and Pruning—Production in Syracuse and Messina.

The life and health of the tree are prolonged by use of chemical fertilizers—mineral hyperphosphates combined with the sulphates of potassium and ammonium. The tree should be allowed to grow to its full height without pruning in order to obtain the best results as to fructification; then it should be pruned and thinned out every four or five years in order to air and freshen.

In England the carob is ground up and used as horse feed; in Naples alcohol has been distilled from the fruit.

Prior to outbreak of the war, Syracuse produced an annual average of about 66,000 tons; since then production has been: In 1914, 30,500 tons; in 1915, 24,640 tons; in 1916, 61,380 tons; and in 1917, 19,470 tons. In the Province of Messina, which of those above named is second next to lowest in production, the carob is found only in

scattered localities in the districts of Patti and Castoreale, also near the sea. The average annual production of that Province is about 880 tons; the Province of Catania is practically negligible from a commercial standpoint.

COMMERCE DEPARTMENT TO AID RED CROSS SALVAGE WORK.

The employees of the Department of Commerce are urged to take part in the salvage campaign of the District of Columbia Chapter of the Red Cross to which publicity has recently been given in the columns of the Washington press. This important service is a part of the work which the Red Cross is carrying on in cooperation with the Salvage Division of the War Industries Board. A warehouse has been secured for storage and collections have been arranged from the households in Washington during the week beginning August 26.

Old newspapers, metals, metal-foil, rubber, leather, rags, clothing, shoes, furniture, etc., are to be collected and sold in quantities to those who can use such materials. The proceeds will be devoted to the work of the Red Cross.

The Department of Commerce gives its hearty indorsement to the work and will be glad to have its officers and employees cooperate with the workers of the Red Cross.

Persons in Washington who have articles to donate should call Main 3300 and request that a truck be sent to take the articles to the warehouse.

The salvage scheme will give housekeepers an opportunity to dispose of useless articles and the total amount of material returned to use will be considerable. Salvage sales in San Francisco and other cities have already proved successful and the value of such savings at the present time, when the need of materials is so great, can not be questioned.

MONCTON FEARS A NATURAL GAS SHORTAGE.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Aug. 19.]

The consumption of natural gas in Moncton is increasing rapidly. In July, 1916, 24,138,000 cubic feet were consumed; in July, 1917, 25,549,000 cubic feet; and in July, 1918, 29,157,000 cubic feet. The number of subscribers is now more than 2,000.

Fearing that a shortage in the supply may occur in the near future a committee has been appointed by the city council to study the question of conservation and rates. It is estimated that 10,000,000 feet of new gas will be required to meet the demand, and so far drilling operations during the current year have yielded only 1,000,000 feet.

For domestic use the prevailing rate is 40 cents per 1,000 feet; certain large industrial consumers enjoy a lower rate. It is proposed to raise the rate to 50 cents for domestic consumption and 40 cents for industrial. This would probably cause many large consumers to abandon the use of gas as a fuel, thus insuring an adequate supply for the householders.

STANDARD LOCOMOTIVES FOR CHINESE RAILWAYS.

[Charles Denby, Special Assistant to Department of State.]

One of the urgent needs of China to-day is locomotives. The demands upon the railways have far exceeded the expectations of the builders. The locomotives bought in the first instance have proved too small and it is now clearly realized by the technical advisers of China that they must standardize upon a type that will meet their needs for a long time to come. This question is being earnestly considered at the present time, and the problem arises for American consideration: Will the standardization be along the lines of American design or will it be made to conform to a European model to the detriment of American interests?

Principal Chinese Railways Under European Control.

Of the 15 lines composing the system of Chinese Government Railways, only one was built by the Chinese themselves; it is financed by the Chinese Government and is operated exclusively by Chinese. The funds for the construction and equipment of the various other railway lines of China were furnished by foreign capital of various nationalities, but not in a single instance has America so constructed and equipped any of these lines. As a result to-day the Continental (European) design of locomotive is predominant in China. On some of the lines, notably those under English and (hitherto) German influence, not a locomotive other than those built in accordance with the prevailing design common to the nation financing the railway was purchased or even considered, either for initial or subsequent equipment—at least, up to the time of the outbreak of the war. Only in the case of the Chinese financed and operated railway have American builders been given a free hand, with the result that an American design was adopted and a thorough standardization of power effected on this line.

The latest statistics published by the Chinese Government railways (June 30, 1915) show that of a total of 6,600 kilometers (about 4,100 miles), including main and branch lines, industrial tracks, sidings, etc., the three principal trunk lines compose approximately 62 per cent of the total. One of these three lines is under English, one under Belgian and French, and one under combined English and (hitherto) German influence. Out of a total of 638 locomotives in service on all lines at that time only 15½ per cent were of American design and manufacture; and on the English, Belgian, and French lines mentioned, which operated at that time 365 locomotives, or approximately 60 per cent of the total, only 8, or approximately 2.2 per cent, were of American design and manufacture.

Few Locomotives Purchased Since War.

Since the outbreak of the war but few locomotives have been purchased and placed in service in China, owing principally, perhaps, to a lack of available funds and to internal disorders in the country. As a result of this and of the constantly increasing traffic, the railways are now urgently in need of power. As is often evidenced in the case of new roads, this particular instance of China shows that traffic has increased far beyond the estimates that were made when the initial equipment for power was under consideration, with the

result that in addition to the natural depreciation and abandonment of locomotives on account of age, those left in service are light and not of adequate power for the most part to handle the traffic of to-day.

In 1917 24 additional heavy locomotives were placed in service, and in 1918, up to the time of the present writing, 2 more have been erected and 4 are under process of assembly for the Government lines. Orders have been placed or are about consummated for the further addition of 56 locomotives—all for the urgently needed heavier power. Of this number 38 are to be built strictly in accordance with American design and all are from American builders. In addition to this number there are 2 on order and 21 being considered for private lines; these are to be of American design and standards.

Plan for Standardization of Power and Rolling Stock.

The question of the standardization of power and rolling stock is just now being most earnestly considered by the Chinese Government, but a considerable time may elapse before this scheme becomes an assured fact. One American builder has for the past seven years been anticipating the coming of this event, and since the standardization of power on the Peking-Kalgan line every locomotive sold into China by this builder, whether for Government or privately owned railways, has been designed and furnished with this end in view.

Pending the adoption of a standardized power by the Chinese Government the greater the number of modern American design locomotives that can be furnished to the railways here the greater will be the opportunity to obtain the adoption of a strictly American design as the standard of power for China. The benefit of this to American interests is incalculable and should not be lost sight of.

NEW DANISH HARBOR WORKS.

[Scandinavian Shipping Gazette, Copenhagen, July 13.]

The town council of Rodby, Denmark, has decided to enlarge the harbor considerably. Excavation will be necessary right up to the new suburban quarter of the town, which has been built within the last 12 months. The depth of the harbor basin will be 15 feet, and the present entrance to the harbor and shipyard must be entirely altered and will be farther to the west. Osterso Dam will run behind the harbor, and on the new harbor site room will be found for a dry dock. The work will take about two years to complete and will cost about 1,000,000 crowns (\$268,000). The total debt on the harbor will then amount to over 1,500,000 crowns (\$400,000).

For a long time plans for a harbor at Rungsted have been under consideration and now they are to be carried out. In 1916 the estimated cost of a harbor was 200,000 crowns (\$51,000), but gradually as the contractors got to work on the plans the price rose to 500,000 crowns (\$124,000). In 1917 the State granted a subsidy of 150,000 crowns (\$40,000). There will be a cement mole in the harbor, with a wooden pier extension, and a large slip. A road will run out on the mole and pier, with pavements on each side. The whole length will be 350 meters. The depth of the harbor will be 11 feet. The harbor will be of great importance both for freight traffic and for fishermen who will be able to use large boats.

HONGKONG MARKET FOR MARINE ENGINES.

[Consul A. E. Carleton, Hongkong, British China, July 10.]

The greater development of the American trade in marine engines of all types in Hongkong and the territory tributary to it is a matter of educational propaganda. The economic value of motor boats must be fully demonstrated to the Chinese and a motor must be produced that is reliable, simple to operate, and not too expensive. High finish is of secondary importance to reliability.

The need of educational propaganda is best evidenced by the experience of a local firm, which some years ago endeavored to interest the fishing-junk people to install motors. A number of these fishermen were much impressed with the idea and went so far as to order a few motors, but at the last moment canceled the order, giving as their reason that it would result in "bad joss" since their fathers had never used motor power on their fishing junks. It is, therefore, this superstition, if it can be called that, which must be overcome before this type of junks can be fitted with motors. But the Chinese are utilitarians above all things, and there is reason to believe that success, or reasonable success, might be obtained if there were introduced on this market a motor that is (1) very cheap in first cost, (2) so simple to operate that a person with no mechanical knowledge can operate it after receiving a little instruction, (3) capable of withstanding abuse, and (4) not dependent upon magneto or batteries for ignition.

Best Commercial Type of Motor.

If such a motor can be produced and the manufacturers are willing to send out a skilled mechanic to demonstrate, it is possible that the Chinese fishermen might be, and probably would be, induced to purchase. The same applies in more or less degree to junks in the foreign trade or plying between China coast ports and Hongkong.

For commercial purposes it appears that, in general, crude-oil motors of 35, 50, and 80 horsepower or semi-Diesel engines burning heavy oil or heavy kerosene engines are the types best suited for Hongkong and river traffic. Kerosene motors are thought to be better for commercial work. Under present war conditions crude-oil motors can successfully compete with steam launches, but under normal conditions it is believed by some dealers in Hongkong that the steam launches will retain their position owing to their greater reliability.

Chinese in Canton are making a heavy-duty motor, but it is not thought that this can successfully compete with foreign makes. The Chinese have copied the "Bolinder" type, which they found the simplest of all hot-bulb motors.

MUNICIPAL FINANCES OF BERGEN, NORWAY.

[Abstract of article in Scandinavian Shipping Gazette, July 13.]

The borough council of Bergen has recently announced a city budget for 1918-19 amounting to 36,650,000 crowns (\$9,822,200 at the normal exchange rate of \$0.268), an increase of 3,600,000 crowns (\$964,800) over the preceding fiscal year. On June 30, 1917, the municipal debt was 40,000,000 crowns (\$10,720,000) and a recent loan of 15,000,000 crowns (\$4,020,000) brings the present total to 55,000,000 crowns (\$14,740,000).

DUTCH COMPANY FOR PURCHASING BUILDING MATERIALS.

[Vice Consul A. C. Nelson, The Hague, July 31.]

The central company for purchasing building materials (Centrale Bouwmaterialenvoorziening C. B. V.) referred to in **COMMERCE REPORTS** for April 16, 1918, has now completed its organization by the election of officers and has established headquarters at Mauritskade 33, The Hague. In an interview which I had to-day with the manager of the company, Mr. H. C. A. Henny, he said:

The municipalities of The Hague, Amsterdam, and Utrecht, in conjunction with the Ministry of Waterstaat, which has charge of all public works of the State, were the originators of the company, but later more than 100 Dutch municipalities joined in this enterprise. The object of the company is to supply the different municipalities with as cheap building material as can be bought by buying in large quantities, but no private person can make use of the company. In other words, our aim is to assist municipalities only, in erecting buildings needed for their population.

Frankly, I hardly think we shall be able to buy much from the United States, at least not to start with, under present circumstances; but even after the war I think high freight rates will make it impossible for the United States to compete with northern Europe and Germany. Our paving material we get from Sweden and Belgium, and for roofing we shall use our good old Dutch tiles.

However, I believe we shall look to the United States for bathroom fixtures, etc., if it is possible to import these from there at reasonable figures. At the same time I wish to say that offers from the United States for all sorts of building materials will of course be welcome and will always be given a candid consideration.

In this connection it might be stated that the paving material used in Holland consists of stone and "klinkers" (hard burned brick); asphalt paving is also used to a great extent.

INCREASED EXPORTS FROM SANTO DOMINGO TO UNITED STATES.

[Consul Clement S. Edwards, Santo Domingo, Dominican Republic, Aug. 1.]

The following table gives the values and quantities of the exports invoiced at the Santo Domingo consulate for the United States during the first six months of 1918 as compared with the corresponding period for 1917:

Articles.	Jan.-June, 1917.		Jan.-June, 1918.	
	Pounds.	Value.	Pounds.	Value.
Cacao.....	1,236,754	\$147,877	1,570,828	\$294,115
Castor beans.....	10,866	487	6,968	745
Coffee.....	420,336	54,537	542,940	62,701
Honey.....	30,069	32,343	3,860	1,420
Hides, cow.....	125,652	39,160	21,236	6,072
Metals, old.....	15,206	3,200	5,622	967
Molasses.....			175,000	7,866
Skins, goat.....	45,070	28,481	13,798	7,506
Sugar.....	25,426,178	1,267,677	37,949,760	1,824,287
Vanilla beans.....	24	64	92	417
Wax, bees.....	52,512	20,174	41,832	14,485
Woods.....		6,724		534
Other articles.....		9,173		252
Total.....		1,609,920		2,121,480

The exports to Porto Rico for the 1918 period amounted to \$19,992, as compared with \$29,092 for the corresponding period in 1917. Of this total, \$10,494 represents the value of beans exported, as against \$17,279 for the corresponding period in 1917.

SECOND BRAZILIAN NATIONAL LIVE-STOCK EXPOSITION.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 16; see also **COMMERCE REPORTS** for June 20, 1918.]

The following notes, concerning the Second Brazilian National Live-Stock Exposition, prepared by Mr. Benjamin C. Hunnicutt, an American and director of the Lavras Agricultural School, indicate the rapid strides which are being made in the cattle and other live-stock industries in Brazil:

Considering all the circumstances the Second National Live-Stock Show, held in Rio de Janeiro in May of this year, was a great success. At the close of the first show last year it was announced that the second annual show would be held at the same date this year. However, up until about two months before time for the show to be held no steps had been taken for its organization. The Government finally put the matter into the hands of the National Society of Agriculture for organization and direction. The society immediately appointed a competent committee that went to work at that late hour to organize the exposition. Attractive posters and a catalogue giving instructions to the exhibitors were distributed throughout the country.

Entries, by States—Cattle Exhibit.

Nearly 1,300 head were entered and the actual exhibits reached 1,000 head. Cattle predominated (both milk and beef breeds), but the entries also included 100 head of horses and 50 hogs. There were also a fair number of fowls in the poultry department.

According to States, the number of head sent was as follows: Bahia, 1; Espírito Santo, 1; Estado do Rio, 301; Distrito Federal, 227; São Paulo, 252; Minas Geraes, 202; Goyaz, 3; Parana, 10; Rio Grande do Sul, 1. This is the country of great distances, so it is easy to understand why the States nearest Rio de Janeiro had the largest representation while the more distant States did not contribute very heavily.

In Brazil the Government gives free transportation to the cattle shown, which stimulates interest. The Government also furnishes the prize money and the feed for the stock while at the show. At the close of the show the magnificent silver cups offered by the packing houses and others were awarded, and on the following day the money prizes were paid. The most attractive lot of beef cattle was the herd of Herefords shown by the Granja Remanso, of Minas, belonging to Messrs. Medeiros and Carneiro. There were practically no Short-horns and only a few Angus, but a number of Zebus were exhibited. Of the fat cattle the lot of crossbred Zebus won over the crossbred Herefords. The reason given for putting the Zebus in first place was that they dressed a better percentage and gave heavier quarters. Of the dairy breeds, the principal lots were Holsteins, Brown Swiss, Simmenthal, and Limousin. A milking contest was conducted in connection with the show.

Increased Interest in Hog Raising—Sales.

The sheep exhibit was almost nil. The hog exhibit showed much improvement over that of last year. Berkshires, Large Blacks, Mule Foot, Tamworth, and Duroc Jersey were among the breeds entered. The cups offered by Armour & Co. and the Continental Products Co. were won by the Durocs shown by the Lavras Agricultural School. There has been a decided increase in interest in hog raising and these exhibits should improve very much at future exhibitions.

All animals exhibited may be sold at the daily public auctions or by private sale. The sales this year amounted to over \$20,000. The attendance was very good; the first day about 6,000 and the closing day over 10,000 persons visited the exhibits. A motion-picture film of the exposition was made. The agricultural journals also published large numbers of pictures of the animals shown.

The next show will be held in 1919, beginning June 11. There will be State fairs in São Paulo and in all probability in Minas Geraes. These expositions are a great stimulus to cattle breeding in Brazil and will grow better from year to year.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

MAXIMUM PRICES IN URUGUAY.

[Consul William Dawson, Montevideo, July 16.]

The Uruguayan National Subsistence Board has recently fixed maximum prices for a number of products in different Departments of the interior, based, as a rule, on the recommendations or reports of departmental commissions.

A decree of June 18, 1918, authorized the exportation during the present year and up to July 15, 1918, of 6,000,000 tangerine oranges. This license was granted at the request of orange growers of the Department of Salto, who reported, after several bad years, an exceptionally good crop estimated at 100,000 cases, or 35,000,000 oranges of all kinds, the principal market for which is Buenos Aires.

Gasoline and Kerosene—Lower Price Fixed for Eggs.

A decree of June 18, 1918, established for Montevideo the following maximum prices per case (containing two cans of approximately 5 gallons each) for gasoline and kerosene sold by importers to dealers: Gasoline, green label, \$6.57; yellow label, \$7.50; kerosene, without faucet, \$5.38; with faucet, \$5.43. Both kerosene and gasoline are very scarce at Montevideo, and importers have had to take steps to avoid speculation and insure an equitable distribution of these commodities. Both products are supplied exclusively by the United States. A second decree of July 5 maintained the foregoing prices for gasoline and kerosene as respects sales from importers to wholesalers. For wholesalers selling to retailers, the same maximum prices are fixed, the wholesaler being allowed only the 2 per cent given him by the importer. For retailers selling to the public, the following maximum prices, based on a 12 per cent profit, are fixed: Gasoline, yellow label, \$4.14 per can; gasoline, green label, \$3.62 per can and 78.3 cents per gallon; kerosene, 62.6 cents per gallon.

On July 6, 1918, the following new maximum prices for eggs at Montevideo were established: To wholesalers, 26.9 cents per dozen; wholesalers to retailers, 30 cents; retailers to public, 33.1 cents. These prices are well below those fixed on June 4, which were 39.3, 44.5, and 49.6 cents, respectively.

JAPANESE COTTON MILL IN SHANGHAI.

[Acting Commercial Attaché A. W. Ferrin, Peking, China.]

It is announced that the Japan-China Cotton Spinning Co. is being organized by capitalists of Tokyo and Osaka to take over and operate the plant of the International Cotton Manufacturing Co., in Shanghai, which was recently acquired from British interests by Suketaro Kawasaki.

The new company is capitalized at 10,000,000 yen. It will repay to Mr. Kawasaki the 1,300,000 taels which he paid for the plant and good will of the International Co., plus a commission of 10 per cent.

The plant acquired by the company through Mr. Kawasaki consists of 53,000 spindles and 500 looms. Besides the operation of this plant the Japan-China Cotton Spinning Co. plans to inaugurate new enterprises in China, including the growing of cotton.

CONDITION OF CROPS IN THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, July 29.]

Official reports from agricultural correspondents throughout Holland showing crop conditions July 18, 1918, are just published in consolidated form.

The last crop report from this consulate, dated June 24, 1918 [see COMMERCE REPORTS for July 23], gave conditions on June 14. Between that date and July 18 the rainfall was about normal and the hours of sunshine were 15 per cent above normal. The average temperature, however, was slightly below normal. The frost and drought mentioned in the report of June 24 still showed their bad effects in July. Various crops, such as beans, potatoes, and other vegetables, were retarded by the frost, but it is not impossible for good weather to repair this damage. Some of the damage caused by the drought is irreparable. Straw is generally short, grain was affected in quantity and quality, and the hay product was reduced. Winter grain suffered less than summer, and the early-sown summer grain suffered less than the later-sown.

The following table shows in figures the condition of crops June 14 and July 18, respectively. It is explained that 100 means excellent, 90 very good, 70 good, 60 rather good, 50 medium, 40 rather bad, 30 bad, and 10 a failure; 67 is an average crop:

Crop.	Condition of crops—		Crop.	Condition of crops—	
	June 14.	July 18.		June 14.	July 18.
Wheat.....	69.8	71.7	Brown beans.....	59.3	52.4
Rye.....	70.1	71.0	Potatoes.....	68.6	60.0
Winter barley.....	67.8	69.2	Sugar beets.....	66.0	65.8
Oats.....	58.5	58.8	Chicory.....	73.7	71.4
Summer barley.....	63.7	62.8	Onions.....	64.3	60.0
Caraway seed.....	70.0	68.2	Red clover.....	65.0	57.5
Flax.....	55.3	53.3	Pastures.....	57.4	46.7
Horse beans.....	62.4	69.5	Hay lands.....	60.4	58.1
Peas.....	64.7	69.7			

The foregoing figures indicate that, as a whole, grain improved and vegetables deteriorated between June 14 and July 18, and that meadows and hay lands of the different kinds deteriorated. The latter is particularly unfortunate. The subsistence of live stock next winter depends largely upon the condition of grass and hay this summer, since no corn or prepared feeds can now be obtained. The outlook is considered very dark, and predictions are heard that most of the live stock will have to be slaughtered for food or sold to the most available buyer next winter.

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1918

CONTENTS.

	Page.		Page.
Australian prohibition on imports of citrus fruits	801	Manufacture of galalith in England	811
Revival of Brazilian sugar export trade	801	Sulphur situation in Japan	812
Imports of chemicals into Tunis in 1917	802	Uruguayan laws affecting labor	812
Electrical plants in Madagascar	802	Dominican Republic will try to raise wheat	813
Limited use of modern farm machinery in Valencia	803	Increased traffic on Dominican Central Railroad	813
Jamaican trade in musical instruments declines	803	Position of Rhenish-Westphalian cement industry	814
Forestry studies in Canada	804	Disease of cacao plantations in Ecuador	814
Dry docks and slipways at Montevideo	805	Peat combine in Sweden	814
British firms advised to prepare for future	806	Agronomic station established in Guadeloupe	815
Manufacture of percussion caps in Sweden	808	Government publications for sale	815
Effective way to study Argentine market	809	Foreign trade opportunities	816
		Offices of the Bureau of Foreign and Domestic Commerce	816

AUSTRALIAN PROHIBITION ON IMPORTS OF CITRUS FRUITS.

Consul General Joseph I. Brittain reported from Sydney on August 24 that the importation of citrus fruits into Australia is prohibited except with the written consent of the Minister of Trade and Customs.

REVIVAL OF BRAZILIAN SUGAR EXPORT TRADE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 14.]

The very great increase in recent years in the amount of sugar exported from Brazil indicates that this industry—in which a century ago Brazil occupied a leading world position, but in which it lost rank through inability to compete with other countries using modern machinery—is again reviving. From a total of 5,367 tons exported in 1913 (the last ante bellum year), exports have rapidly risen, so that in 1917 shipments exceeded 130,000 tons, valued at more than \$17,000,000.

Great Britain formerly was the chief foreign buyer of Brazilian sugar, taking practically the entire quantity exported in prewar years. Lately, however, new customers have entered the market, as the following table shows:

Exported to—	1915		1916		1917	
	Tons.	Val e.	Tons.	Val e.	Tons.	Value.
United States	21,929	\$1,131,742	4,190	\$363,582	2,283	\$210,432
Argentina			13,612	1,919,011	62,785	9,228,556
Italy					7,905	1,022,005
Portugal	12,931	841,005	1,884	238,210	38	4,194
United Kingdom	21,627	1,383,863	16,252	1,276,080	23,308	1,682,510
Uruguay	2,311	222,247	16,187	2,189,112	34,973	4,933,080
All other countries	276	22,505	1,693	159,117	1,118	198,979
Total	59,074	3,637,452	53,825	6,136,542	131,510	17,193,106

In 1914 the United States took 6,203 tons of Brazilian sugar, valued at \$508,397, against none in the two years preceding.

IMPORTS OF CHEMICALS INTO TUNIS IN 1917.

[Consul Edwin C. Kemp, Tunis, Tunis, July 23.]

The market in Tunis for chemicals and dyestuffs, the greater part of which are absorbed by the drug and paint trades, is supplied chiefly by France. Although there is a good demand for these goods, trade with the United States is at present difficult on account of inadequate shipping facilities and lack of direct steamer connection, the route via Marseille causing long delays.

The extent of this trade in the district can best be judged from the following figures, which show the amount of chemicals imported into Tunis in 1917:

Items.	Kilos.	Items.	Kilos.
Acids:		Extracts for tanning	125,445
Acetic	121	Glycerin	2,786
Boric	871	Iron:	
Citric	553	Oxide	8,711
Hydrochloric	40,959	Sulphate	117,896
Nitric	803	Lead oxide	8,389
Sulphuric	108,716	Lime chloride	18,622
Tannic	6,410	Magnesium sulphate	16,540
Tartaric	6,102	Potassium, and carbonates of	6,316
Alcohol, methyl	505	Soda:	
Alum	42,304	Bicarbonate	15,323
Ammonia	2,441	Caustic	858,407
Ammonia salts, refined	11,471	Chlorate	196,006
Borax	7,394	Nitrate	49,849
Calcium carbide	648,578	Salts	
Carbon bisulphide	196,339	Crystallized	210,818
Copper:		Refined	319,886
Oxide	761	Silicate	109,669
Sulphate	143,227	Sulphate	10,438
Ether	2,928	Zinc oxide	13,306

ELECTRICAL PLANTS IN MADAGASCAR.

[Consul James G. Carter, Tananarive.]

Only two electrical plants have been installed thus far in Madagascar. These are: L'Energie Industrielle, Réseau de Madagascar, for lighting the town of Tananarive, the capital, and for supplying power to industrial motors, European headquarters, 94 Rue St. Lazare, Paris, France; Messrs. Barriquand & Orsini, Majunga, Madagascar. The latter plant is also used for lighting the town of Majunga. There are no tramway companies in Madagascar.

The published customs statistics do not specify the quantities of electrical material imported into Madagascar, but I have been able to obtain from the local customs authorities figures giving the total quantities of dynamo armatures and detached parts, including all classes of electrical apparatus, as follows, for the past five years: 1913, 1,658 pounds; 1914, 9,243 pounds; 1915, 13,788 pounds; 1916, 34,092 pounds; 1917, 2,752 pounds.

Although the statistics do not specify the various classes of electrical material imported, the above figures would appear to include principally material used for lighting purposes in Tananarive and Majunga, and for use in connection with the 100 or more industrial motors in operation, principally in these two towns.

Protect Your Soldiers with Your Savings.

LIMITED USE OF MODERN FARM MACHINERY IN VALENCIA.

[Consul John R. Putnam, Valencia, Spain.]

Modern farm machinery is not used to any extent in the Valencia district, nor are conditions favorable for its present introduction. Farming here is intensive and on a small scale, and this combined with the abundance of cheap labor and the weight of custom explains the poor market in this district hitherto for power-farming machinery.

Crude, locally made plows, simple disk and peg-tooth harrows, and various kinds of homemade clod mashers and rollers are the principal agricultural implements. In many cases practically all the work is done by hand with a spade or like implement. Horses, mules, and donkeys are employed in the fields. Labor is very cheap, probably not averaging over 50 cents a day. There are some large holdings, but the great majority are small and can be worked satisfactorily by the farmer, his family, and one of the above-named animals, which is also used for marketing the produce.

Except in the case of a few large land owners, any purchases of expensive machinery would, of necessity, be in the nature of an investment made by a village or the farmers of a section, and used by all in common. The question would then arise regarding the employment of the labor displaced by the machines.

The one section in this district in which conditions are favorable to more elaborate farming methods is the wheat and grain region of Albacete Province. There the fields are larger, the land is level over considerable areas, and grain-thrashing machines are used, the power for which is supplied usually by steam traction or gasoline engines.

Power farming may be said to be in its infancy in Spain, and the Spanish farmer will probably have to be educated gradually up to its use by more extensive advertising and practical demonstration of its advantages.

JAMAICAN TRADE IN MUSICAL INSTRUMENTS DECLINES.

[Consul Charles L. Latham, Kingston.]

The trade in musical instruments in Jamaica has diminished to a considerable extent since the outbreak of the European war, as shown by the steady decrease in import figures since 1913. These figures may be taken as an index to this trade, as no musical instruments are produced on the island, except a few crude native instruments.

The imports of musical instruments into Jamaica for the fiscal years 1913 to 1917 were valued at \$53,045, \$41,280, \$31,680, \$21,105, and \$23,690, respectively. These figures do not include, however, considerable musical sundries entering the country under other classifications. The share of this class of merchandise coming from the United States has risen from 50 per cent in 1913 to 75 per cent in 1917, owing to the difficulties of securing goods and transporting them from other countries.

In normal times a good trade in the cheaper grade of musical instruments and merchandise should result from aggressive sales methods.

FORESTRY STUDIES IN CANADA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 19.]

Owing to the tremendous consumption of timber, lumber, pulp wood, etc., during the last few years, the exhaustion in the near future of Canadian forest resources can no longer be regarded as a negligible prospect. This situation led the advisory board of the Forestry Branch of the Department of the Interior to make, in January, 1917, an analysis of the existing forestry situation. In order to meet this situation, it was evident that certain regulative measures would have to be adopted, but it was equally evident that such measures would have to be based on definite scientific information, little of which was available at that date. In order, therefore, to obtain a scientific basis for future remedial measures and also to curtail present wasteful methods the advisory board of the Forestry Branch drew up the following recommendations:

(1) That the stock taking of the standing timber of eastern Canada should be completed.

(2) That a quick reconnaissance survey should be made on the condition of cut-over lands.

(3) That a study should be initiated of the possibilities and successful methods of securing reproduction of the more important timber trees, especially white pine and spruce.

(4) That an early determination should be made of the rates of growth, in volume, of the important timber trees, both individually and in forest stands, to permit calculation of possible quantity of reproduction. This work would include the construction of volume tables.

Utilization of Foreign Studies—Funds from Research Council.

In discussing these recommendations, it should be pointed out that some of this work has been done, both in Canada and elsewhere. For example, the Commission of Conservation has completed valuable investigations on the timber of British Columbia and Nova Scotia. The study of the rate of reproduction, etc., of trees in Europe has also been undertaken, and in the United States certain investigations have been made on similar topics for American trees. As regards the species that are common to the United States and Canada, the results obtained by American study would, of course, be partly applicable; but it must be remembered that climatic and soil conditions of Canada, owing to its higher latitude, are factors that render rather uncertain information derived from investigations carried on abroad.

In consequence of the recommendations made by the advisory board of the Department of the Interior, the director of the Forestry Branch brought the matter to the attention of the Research Council. It was proposed that these investigations be made on the Petawawa Military Reserve, a part of which, only 25 square miles in extent, is used for military purposes, the remaining 80 square miles being therefore available for forestry studies. This is part of an old cut-over timber district, on which a second forest has begun to develop, and the timber on it is at a stage of growth that renders it suitable for the proposed study. Recognizing the importance of the subject, the Research Council recommended that a grant should be given to

carry out the investigation during the summers of 1917 and the following years. Consequently, in August, 1917, a preliminary survey was made on the reserve by a forest survey party and valuable results were obtained. In May, 1918, the work was recommenced and is now proceeding satisfactorily.

DRY DOCKS AND SLIPWAYS AT MONTEVIDEO.

[Consul William Dawson, Montevideo, Uruguay, July 17.]

The National Port Administration at Montevideo has recently purchased a small slipway and repair yard known as the "Varadero Lussich," which formerly belonged to the Lussich lighterage concern. When the company's lighters were taken over by the port administration in December, 1917, the "varadero" was rented to the port which has now purchased the site with all its equipment for the sum of 142,000 pesos (\$146,828) payable in 6 per cent bonds (Títulos de Nacionalización del Puerto) to be issued at 95 per cent.

Capacity of Dry Docks.

Montevideo possesses two good-sized dry docks equipped to do work of some importance. The larger is the so-called Dique Nacional (National Dry Dock) operated by the Uruguayan Navy. The dock has a length of 459 feet and a width of 55 feet and can receive vessels drawing up to 19 feet. It is equipped with steam and electric pumps which can pump it dry in about eight hours. The dock is stated to require certain repairs and there has been talk of extensive improvements to be made by the Government, although no definite project has as yet been formulated. One side was recently taken down and enlarged.

The Dique Mauá (Mauá Dry Dock) was completed in 1873 and is controlled by British interests. It has repaired British, Spanish, Brazilian, and Italian war vessels, as well as passenger and freight steamers, and sailing vessels up to 2,000 registered tons. Its dimensions are: Length, 280 feet; width, 51 feet; draft, 12 feet 4 inches; the usual depth of the water being about 15 feet. It is equipped with 2 centrifugal steam pumps of 46 and 25 centimeters, a hoisting engine lifting 30 tons, stationary and movable cranes, modern machine shops, etc. The Mauá dock has no regular tariff, it being usual to contract for the particular work to be done. It is usually kept busy during the winter months by Norwegian whalers who make Montevideo their base.

Slipway Equipped to Repair Vessels.

In addition to the establishments already mentioned the so-called "Varadero del Cerro," a slipway owned and operated by the Cerro Foundry & Engine Co. (British), can repair hulls of small vessels, and has well-equipped shops for machine repairs.

In this connection it may be mentioned that the shops of the Dique Mauá, the Varadero del Cerro, and the firm of Regusci y Voulminot, have done or are doing the repair work on the machinery of the German vessels taken over at Montevideo by the Uruguayan Government. For docking these vessels the Dique Nacional is used.

BRITISH FIRMS ADVISED TO PREPARE FOR FUTURE.

[British (Government) Board of Trade Journal, Aug. 1.]

Restrictions upon exports from the United Kingdom have grown more and more severe as the war has progressed, and manufacturers have become less and less able to meet the demands of over-sea buyers. They are rationed in regard to most materials, and they are suffering from a shortage of labor, so that they can not in many cases execute more than a small part of the home demands upon them. Under these circumstances it might appear useless to cultivate those markets in the dominions and colonies which, though recognized to be of the highest importance for the future, can not in the present be made fruitful. Nevertheless, a policy of complete inaction would be a bad policy.

There will be a great expansion in export trade after the war, especially with the dominions, colonies, and allied countries, and British manufacturers can not expect to reap where they have not tilled and sown. The least they should do, both manufacturers and merchants, during the months of restriction, is to take note of the criticisms which have been repeatedly directed against them, to examine their methods of production and distribution, to seize every opportunity of studying the rapidly changing conditions in over-seas markets which the war has brought about, and to make ready for the renewal of exporting activity when the war is over.

A Common Criticism.

The most frequent charge leveled at British manufacturers is that they are—or were—unwilling to make goods in accordance with the requirements of a particular market. By constant repetition it had become almost an axiom before the war that, while British manufacturers offered for sale the goods which it suited them to make, German manufacturers offered the goods which it suited their customers to buy. It is probable that this charge had less evidence to support it than has been generally supposed. It assumes for its truth the existence of a system of standardization among British manufacturers generally which is not apparent to investigators. In fact, the conspicuous absence of standardized or mass production, whether of locomotives or buttons, is revealed and commented upon by most committees of inquiry into British methods. Those goods which large British manufacturers did produce in standardized qualities—such as screws, long cloth, serge, and soap—were not only in large demand abroad but gave rise to few complaints.

Standardization was making progress before the war, but, as a rule, excessive individualism in manufacture, and not too great a love for standardization, has been shown to be our national defect. How, then, did the belief become almost universal that British manufacturers are less adaptable to over-seas conditions than their German rivals? The reply is, first, that many British manufacturers have in the past neglected to study the over-seas markets with the meticulous care devoted to them by the Germans; and, second, that the over-seas buyers have not explored with sufficient patience the field of British production.

Faults on Both Sides.

There have been faults on both sides, which it is hoped the future will remove. When a colonial buyer has failed to obtain precisely

what he wants after applying to one or two large firms engaged in standardized forms of manufacture, he should not hastily conclude that there are no British firms ready to adapt themselves to his wishes. The persistent belief in the nonadaptability of British manufacturers is mainly traceable to the following causes: (a) British manufacturers have been asked to reproduce or provide some modification of articles already standardized in other countries, although the circumstances and local conditions of the original manufacturer of such articles made competition impossible for makers in this country. (b) An idea of some new pattern originates in the mind of an over-seas would-be buyer and, after transmission through several intermediaries, reaches the British manufacturer in an unintelligible form; that is to say, the over-seas buyer who, in his own interests, buys through an agent or a merchant firm has not always been careful to select a firm which gives proper attention to his requirements. (c) Changes or modifications are desired which the workers employed refuse to have anything to do with. In fact, the general conditions prevailing in our industries before the war placed the making of a large number of articles in the United Kingdom outside the sphere of a practical business proposition.

In the new world upon which we shall enter after the war is over British firms will still have to contend against and break down a deep-rooted conviction abroad that they are rigidly conservative. Their methods have undergone great change during the last few years—and had begun to change half a dozen years before war broke out—but time must pass before the export markets find this out. Though little active-business can be done at present, the waiting time need not be wasted. British manufacturers can at least emphasize in their catalogues, by advertisement and through their agents, that they are ready whenever it is practicable to make the goods which their customers want to buy.

Dealing With Inquiries.

Another subject of complaint is the way in which inquiries are dealt with. It is often asserted that British firms do not pay sufficient attention to correspondence. It must, however, be remembered that under war-time conditions firms are apt to be impatient with inquiries which they can not satisfy; and even if the inquiry is for goods actually in stock, a great deal of time and trouble must be taken up in dealing with it under present conditions. When the goods inquired for are not being made, it is not surprising that the utmost attention the buyer is likely to get is a polite note stating that the goods are not made or stocked, and regretting the inability to quote. But there is no excuse for the action of those firms which send no reply at all when the subject of inquiry has no immediate interest for them.

The consequences of such inaction are well illustrated by the following incident: A New Zealand merchant sent the specifications for certain goods to one British firm and two American firms. The British firm did not reply at all, but the most unexpected results followed the applications to New York. Both firms replied that they were sorry they could not quote, but that they had passed on the inquiry to a few of their neighbors in the hope that they might be able to supply the goods. By the same mail the New Zealand mer-

chant received no less than 27 letters from New York, Philadelphia, etc., offering him what he required.

In view of the importance at the present time of firms doing all in their power to keep alive interest in their products, it should not be necessary to point out the desirability of replying to inquiries, even if the articles demanded can not be supplied. If this be done, the extension of our trade when the war is over will be made more easy.

Passing on Inquiries—Government Cooperation.

The action taken by the American firms alluded to above, in passing on inquiries to others likely to be interested, represents perhaps a counsel of perfection, if we take into account the pressure on clerical and other staffs at this time. Nevertheless, it is a business policy which in the end insures its own reward. When an inquiry comes from overseas, an attempt in this way to help will, if successful, effect a great saving in time to the prospective buyer, and a firm which acts in this considerate fashion, even though no business results, will strengthen its connection with the over-seas inquirer. It is essential that all possible means should be employed to prevent orders from leaving Great Britain before exhaustive efforts have been made to place them here.

At this stage the Department of Overseas Trade (Development and Intelligence) can be and very often is of the greatest assistance in realloting orders which for some reason or other have not been taken up by the firms which originally received them. A number of inquiries of the kind made by over-seas firms are often referred to the department, but doubtless many more are ignored by the firms which receive them. As the work of the department becomes better known it will be able, owing to the advantages of its centralized information, to provide to an increasing extent both manufacturers and merchants with facilities for disposing of these inquiries. When lists are furnished of suitable firms, careful selection is made of those most likely to undertake the work required, and small firms are taken into account as well as large ones. One of the chief values of the trade index of British and Irish manufacturers now in course of compilation by the department for the use of its trade commissioners and other correspondents abroad lies in the fact that the names of small firms appear in it side by side with those of large and well-known institutions. The dominions and colonies will more than ever desire to place orders in the United Kingdom after the war, and it is for British manufacturers to display readiness to meet their wishes whenever they are reasonable and to cooperate in preventing orders from being diverted to enemy countries.

MANUFACTURE OF PERCUSSION CAPS IN SWEDEN.

[Scandinavian Shipping Gazette, Copenhagen, July 13.]

Of special importance to the industrial self-support of Sweden is the manufacture of percussion caps, a new industry that has recently been started by Stockholm Superfosfatbolag and that is based entirely on Swedish material. The caps are of iron and the filling consists not of mercury but of a complicated copper perchloride. The percussion takes place in the usual way through combustion or electricity. The company intends to work up the manufacture on such a scale that it will cover the country's entire demand.

EFFECTIVE WAY TO STUDY ARGENTINE MARKET.

[Consul Wilbert L. Bonney, Rosario, July 16.]

Many firms in the United States write to the Rosario consulate stating that they are entering or preparing to enter the export trade and desire preliminary information regarding the market. To such firms it may be permissible to direct certain general observations to assist them in their correspondence and preliminary studies—observations that more experienced firms will not require.

It is obviously impossible for the consulate to give a complete view of the market in each commercial letter, or to refer to all of the multiple facts which influence, directly or indirectly, the trade relations, and it is also impossible in each reply to include all of the general information regarding the district that might have a bearing on the market or might be convenient in conducting correspondence with importers.

Much Information Available in United States.

Before entering into correspondence with importers in the Rosario district, American importers can easily inform themselves of the fundamental conditions by referring to the daily newspapers from Argentina, which are usually on file in the great libraries of the United States. A study of these newspapers, and especially of the advertisements, will disclose the class of goods offered, the retail prices, the names of the large stores, while the illustrations accompanying the advertisements will indicate the styles of merchandise better than any description the consul can furnish. This observation refers especially to clothes, textiles, household articles, vehicles, and machinery. The Review of the River Plate, which is also available in the cities of the United States, will show the character of machinery, building materials, railway equipment, utensils, and other goods in this market, and will also indicate the character of the foreign competition which the American exporter must meet. Such a study would supplement the information furnished by the consulate and render unnecessary certain inquiries. It would also give the exporter certain information regarding American firms in the markets of Argentina which the consulate is not at liberty to furnish for reasons which do not, it is presumed, apply to the exporters' privilege of obtaining the information in the usual course of trade.

Definite Information Desired in Letters.

In initiating or answering correspondence with the importers it is urged that American firms be very definite as to prices, terms, qualities, and facilities for delivery. The mail time, going and coming, is now nearly three months, and an inquirer who receives an indefinite letter after waiting such a length of time may not pursue the correspondence. Complaint has been made to this consulate that American firms, when they quote prices or accept an order, include in their letterheads a statement that prices are subject to change without notice and that all orders are accepted subject to certain reservations. Such an order binds the buyer but does not bind the seller. Local firms that depend upon imported goods to keep their plants running must calculate their wants many months in advance, and absolute certainty of receiving goods must be vouchsafed to them. Clauses reserving the right to cancel an order for any reason whatever can

never be popular in the circumstances prevailing in the Rosario district.

Use of Commerce Reports Will Save Correspondence.

A study of reports already published in **COMMERCE REPORTS** would greatly aid the inexperienced exporter and obviate much correspondence. American exporters have shown commendable enterprise in placing their printed matter in Argentina; an exchange in this respect would be of mutual benefit, and those intending to cultivate the market of Argentina should acquaint themselves with advertising mediums and directories. There are excellent directories minutely covering the Republic; for example, the *Anuario Kraft*, Calle Cangalle 641, Buenos Aires. There is also a British directory published by the *Standard Directory Co.*, Calle Cangalle 685, Buenos Aires, in which will be found the names of practically all the American and British houses represented in Argentina, with the local address of their representatives, and the names of some 1,500 land owners, breeders, and planters. "*La Gaceta Rural*," Calle Chacabuco 145, Buenos Aires, reaches a large rural clientele and is used as an advertising medium by many dealers in agricultural goods. The *Special Agents' Series* of the Department of Commerce dealing with South American markets should also be consulted as a guide preliminary to actual correspondence with firms in the Rosario district.

American Firms Should Furnish Transportation Data.

It should be remembered that firms in Rosario can not calculate ocean freights from New York under existing conditions, nor combined rates from interior places in the United States, and can obtain no advance information with regard to sailings from the ports of the United States. They expect American exporters to provide means of delivery and information as to cost of transportation and insurance. Under prevailing conditions they realize that they must pay cash against documents in New York when required. However, they consider that they should be allowed to examine goods in the customhouse before paying or accepting drafts, and it is probable that when the existing emergency is passed they may insist upon that privilege.

It may be observed that guaranties and assurances offered to a customer in a foreign country have little weight and are not taken seriously. The seller is not within the jurisdiction of the buyer, and the return of unsatisfactory goods is usually impracticable. The salesman with samples receives a hearing, and it is expected that the consignment following will agree exactly with the sample. An accepted order is regarded as a contract, and any variation from the sample is resented.

European Competition Still Active.

American firms sometimes write to this consulate evidently with the impression that Argentina is a new market and that its supplies from Europe are cut off. This impression is erroneous. Several firms in Rosario have had importing connections with European houses for 50 years; most of the importers are of European birth or parentage. While shipments from European sources have been embarrassed by war conditions, this is true also of deliveries from the United States. European competition at this time is sharp and continuous. The trade at Rosario is regularly canvassed by representa-

tives of large European houses, and at the present time a Japanese house is canvassing the district with samples of paper and textiles, the goods to be delivered in Japanese vessels and financed by the new Japanese bank in Buenos Aires. American tonnage still represents less than 10 per cent of the tonnage entering the ports of Argentina, and some dealers state that they can at this time obtain quicker delivery from England than from the United States.

Interest is manifested in American novelties suited to the district, and American trade during the last two years has extended in variety of articles on this account; of novelties it may be said that if they are successfully introduced into Buenos Aires the agency will be sought by local Rosario firms without solicitation.

Reports on Argentine Export Products.

For those interested in staples such as linseed, wool, live stock, skins, and other native products, it is to be noted that the newspapers of Buenos Aires above referred to contain daily reviews of these markets, and any data furnished by the consulate regarding market conditions and prices is likely to be obsolete before reaching the inquirer. Firms considering purchases of any products in Argentina should consult available market reports in the nearest library of the United States before inquiring by letter, in view of the length of time required for the exchange of correspondence.

MANUFACTURE OF GALALITH IN ENGLAND.

[Consul General W. Stanley Hollis, London, Aug. 2.]

The manufacture of "engalith," which is the term used in England to designate the composition known as "galalith" in Germany, has been undertaken here recently by three concerns. Large quantities of this substance are being made for war purposes, as well as for export to America, France, Spain, and Italy. It is produced in rods, tubes, and sheets, and in some sixty different colors, and is worked up into a great variety of articles, such as buttons, combs, beads, hair and hat pins, hair and clothes brushes, toilet articles, carriage and motor fittings, pencils, penholders, telephone accessories, scientific and electrical instruments and fittings, switchboards, labels, pipestems, cigar and cigarette holders, umbrella handles, piano keys, chessmen, dominoes, draughts, dice, counters, pocket and fruit knife handles, paper knives, photo frames, finger plates, and jewelry, but being slightly hygroscopic is not adapted for articles that have to come into frequent contact with water or acid, such as table-knife handles, bathroom tiles or basins, fountain pens, fishing tackle, electric storage cells, and tooth and nail brushes.

Engalith is an excellent substitute for celluloid, although it can not be used to replace the latter in the manufacture of very thin articles (films and transparent labels, for example), or for covering with thin layers articles molded from other materials. The minimum sizes made are 2 millimeters (0.07874 inch) in thickness in the case of sheets and 6 millimeters (0.23622 inch) in diameter in the case of rods and tubes. The making up of small articles from this substance here has been somewhat hampered by the difficulty which the manufacturers experience in getting suitable machinery.

SULPHUR SITUATION IN JAPAN.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 19.]

According to an investigation by the Japanese Department of Agriculture and Commerce, the production of sulphur in April was 5,878 tons. Compared with the corresponding period of last year there was a decrease of 35 per cent. The grand total from the beginning of 1918 to April was 22,035 tons, a decrease of 27 per cent from the figures for the first four months of 1917.

The cause of this falling off is the tremendous advance in freight rates to Australia, the best customer for Japanese sulphur, purchasing about half of the quantity sold. The steamship companies have raised their freight rate to 95 yen (about \$48) per ton, while they were charging 35 yen last year. Therefore the price, c. i. f. Australian port, of sulphur selling at 55 yen per ton net in Japan would be more than 160 yen (including freight, marine insurance, war risk, and other charges), which is prohibitive. The merchants of Australia will not give any orders to Japan until the freight rates show some decrease. On the other hand, the customers of India, South Africa, and the South Sea Islands, having placed too many orders during last season, are not active at all now, and the market looks very quiet. About 35,000 tons of previous orders are ready for shipment, lying at the manufacturers' warehouses on account of the scarcity of bottoms. Under such circumstances some of the manufacturers are in a serious condition and some have even become bankrupt.

URUGUAYAN LAWS AFFECTING LABOR.

[Consul William Dawson, Montevideo, July 17.]

By a law of July 8, 1918, stores, shops, pharmacies, factories, workshops, and other establishments and places in which women are employed must have enough chairs to enable their female employees or workers to sit down whenever their work permits. Fines of 5 to 10 pesos (\$5.17 to \$10.34) for the first and 50 pesos (\$51.70) for subsequent infractions are provided for, the proceeds to be turned over to Public Assistance. The law will become effective three months from its promulgation and is known as the Ley de la Silla (Chair Law).

Projected "Living Wage" in Uruguay.

A Uruguayan deputy has presented a bill providing that the minimum wage of male and female persons over 16 years old shall be 1.50 pesos (\$1.55) if paid by the day and 35 pesos (\$36.20) if paid by the month. For persons under 16 years the minimum wage would be 0.60 peso and 15 pesos (\$0.62 and \$15.51), respectively. Aged persons and invalids whose working capacity is manifestly impaired may be authorized to contract their services at the minimum wage. The bill would further give every person employed by the month the right to a 20-day vacation with pay every year.

In this connection it may be stated that the daily wage paid for common labor (peones) by packing houses at Montevideo is 1.38 pesos (\$1.43) for an 8-hour day.

DOMINICAN REPUBLIC WILL TRY TO RAISE WHEAT.

[Consul Clement S. Edwards, Santo Domingo, Aug. 2.]

The July issue of the *Revista de Agricultura* contains an article over the signature of Mr. Holger Johansen, the Director of Agriculture of the Dominican Republic, of which the following is a translation:

We have always depended upon the United States so far as flour is concerned. This has brought us no difficulties until the present, but it is now when the quantity imported has decreased that we are driven by force of circumstances to take account of the situation.

Is it possible that Santo Domingo can produce wheat? With frequency one hears it said that on occasions it has been successfully cultivated in this country, but in spite of all our efforts we have been unable to procure proofs; no one has shown us real Dominican wheat: sometimes, confusing the two, we have been brought spikes of oats, which will probably grow in a higher temperature than the former and will produce grains quite well developed. Nevertheless, it is our belief that there are probabilities of growing wheat in the high mountains where the temperature is low. In this very instant steps are being taken to establish in the mountains of Jarabacoa and Constanza several dozens of small test farms of which a careful record will be kept. Encouraged by the belief and understanding that success in the cultivation of wheat will be a very great source of wealth, the Department of Agriculture has also decided to establish an agricultural experiment substation in the Valley of Constanza, whose climate and temperature closely approximate those of northern zones. Attempts will be made, not only with wheat but other northern productions as well, in the hope of being able to acclimate them in high regions.

Besides the substation of the Valley of Constanza, one is being established in Monte Cristi, where the conditions are different in many ways from those of almost all the other points of the Republic, but are typical of a great portion of the western Provinces in which the dry lands abound, and which will afford opportunity to make tests appropriate to arid lands.

With the two substations mentioned and the principal station in the capital, all working in conjunction, the territory will be sufficiently well covered.

INCREASED TRAFFIC ON DOMINICAN CENTRAL RAILROAD.

[Consul Arthur McLean, Puerto Plata, Dominican Republic, Aug. 6.]

The traffic on the Dominican Central Railroad for the fiscal year ended June 30, 1918, greatly exceeded that of the year previous. The past year 40,822,968 kilos (kilo = 2.2046 pounds) of cargo were carried from Puerto Plata to the interior, and from the interior to Puerto Plata and between intermediate stations, against 27,053,968 kilos in 1916-17, a gain of 50.9 per cent. The principal articles brought from the interior to Puerto Plata were, in kilos: Tobacco, 12,602,223; cacao, 4,160,212; logwood, 1,012,700; coffee, 796,385; dividivi, 212,731; hides, 80,698; cotton, 56,706; wax, 35,230; and skins, 30,482.

Locomotives of the Dominican Central Railroad ran 134,414 kilometers (kilometer = 0.62137 mile) this past year, against 100,985 in 1916-17, or an increase of 33.1 per cent. Freight receipts increased 63.8 per cent, and passenger income 43.5 per cent.

An arrangement has recently been concluded between the Dominican Central and the Samana & Santiago Railroads whereby no charge is made shippers for transferring cargo from one road to another at the Moca terminals.

POSITION OF RHENISH-WESTPHALIAN CEMENT INDUSTRY.

The Board of Trade Journal quotes the following item from the *Rheinisch-Westfälische Zeitung* concerning the position of the German cement industry in 1917:

The report for 1917 of the Rhenish-Westphalian Cement Syndicate states that during that year it was several times necessary to raise prices in order to keep pace with the continually increasing cost of production. The results for the year were more favorable than those for 1916, chiefly owing to the greater army demand. On the other hand, the factories were adversely affected by deterioration in quality of the oils, fats, coals, and other materials required for their working. They suffered still more from the fact that often repairs could not be effected adequately or at the right time because of lack of labor, while spare parts were in many cases unobtainable. The greater wear and tear to which the factories were subjected made it necessary to write off larger amounts and to lay aside greater reserves for renewals. It is questionable, however, whether the deterioration of plant and material can be made good by money reserves, and in any case unwelcome consequences are bound to follow.

With regard to the future, the report observes that the army demand can not be forecasted, but that the factories must always be prepared to meet the maximum claims that may be made upon them from that quarter. It would therefore be unjust to cut down too severely the quotas of coal assigned to the cement industry, as this would increase the number of closed-down factories and diminish the possible total output. The interests of the industry also demand that any taxation imposed on cement production shall fall equally on competing building materials, and that protection should be afforded against the foundation of new and unnecessary concerns and against the competition of foreign products. Attention should be paid to this last point in the conclusion of commercial agreements.

DISEASE OF CACAO PLANTATIONS IN ECUADOR.

"El Telegrafo" of Guayaquil recently commented upon the fact that for some time there have been evidences in Ecuador of a disease that is gradually destroying the cacao plantations of that country. The planters had been able to combat the disease by destroying the affected trees, but the spread of the plague is such that cases are now no longer isolated and whole plantations are becoming affected.

It is being urged that the Ecuadorian Agricultural Association, which collects an impost of 3 sucres (\$1.46) per quintal of 220 pounds on exported cacao seeds, take prompt action and that it secure the cooperation of the Federal Government. It is a well known fact that in many tropical countries, where agriculture is not carried on upon strictly scientific lines, such plagues not infrequently result in the total destruction of a valuable industry.

PEAT COMBINE IN SWEDEN.

[Scandinavian Shipping Gazette, July 13.]

Owners of peat bogs in Skaane and Småland, Sweden, have formed a combine under the name of *Sydsvenska Torfindustriförbundet* (South Swedish Peat Industry Union), which will begin its work with a capital of 2,000,000 crowns (\$536,000). The yearly production amounts to about 15,000,000 crowns (\$4,020,000). The various peat companies will amalgamate and will receive 75 ore (about \$0.20) for cutting one ton of peat. The company is not to give more than 7 per cent dividend, the rest of the surplus being divided among the owners of the peat bogs in proportion to the quantity of peat delivered.

AGRONOMIC STATION ESTABLISHED IN GUADELOUPE.

[Consul Henry T. Wilcox, Pointe-a-Pitre, Guadeloupe, French West Indies, July 30.]

The local press recently published a lengthy article regarding the agricultural service which the sugar manufacturers of Guadeloupe have established. The newspaper stated that the sugar-factory owners of the island, seeing their agricultural and industrial returns diminish from year to year, in 1917 engaged an expert to study and report upon conditions in the industry. This expert was Mr. J. R. Bowell, superintendent of the Barbados agricultural service, who spent a month in Guadeloupe investigating conditions in both field and factory. On his return to Barbados he sent to the sugar manufacturers a long and interesting report and recommended, as chief remedy for the unsatisfactory state of the industry which his studies disclosed, the immediate creation in Guadeloupe of an agricultural service.

Heeding Mr. Bowell's warning, seven of the most important sugar centrals of the island have organized an association, the Syndicate de la Station Agronomique de la Guadeloupe, and have obtained the services of Mr. J. Sydney Dash (B. S. A.), a former colleague of Mr. Bowell, who possesses the required ability and experience to carry out the task of renewal laid out by Mr. Bowell. In his report Mr. Bowell did not hesitate to say that before long Guadeloupe would be unable to extract sugar from its canes if prompt and energetic measures were not adopted to combat the sugar-cane disease.

The Bureau of the Agronomic Station is located at 2 rue D'Arbaud, Pointe-a-Pitre, where will also be a laboratory for the study of insects and the diseases of plants. The syndicate is interested in and would be glad to receive catalogues of fertilizers and all kinds of machinery for the cultivation of sugar cane.

GOVERNMENT PUBLICATIONS FOR SALE.

The following publications were among those received in stock for sale by the superintendent of documents at Washington during the week ended August 24:

Wearing Apparel in Brazil (Miscellaneous Series 71, Bureau of Foreign and Domestic Commerce).—Includes description of the country, covering climate and rainfall, population, etc., with information on the domestic products of textiles, men's wear, women's wear, children's wear, gloves, etc., commercial practices, and opportunities for American workers. Price, 10 cents.

The Smokeless Combustion of Coal in Boiler Furnaces, with a chapter on central heating plants (Mines Bureau Bulletin 40, 3d edition, reprint of U. S. Geological Survey Bulletin 373).—Covers problem, investigation of industrial plants, tests by the United States Geological Survey, comparison of methods, etc. Price, 20 cents.

The Sampling of Coal in the Mine (Mines Bureau Technical Paper 1, 2d edition).—Covers need of care in sampling coal, relation of mine samples to commercial samples, collecting outfit, methods of sampling, etc. Price, 5 cents.

Handy Book for the Enlisted Men in the Engineer Department, United States Navy, 1915, reprint.—A practical work for instruction to the enlisted men in the Engineer Department; covers duties of the various ratings, instruction on engineer practice, etc.; also general information, useful principles of mathematics, measurements of tanks, etc., and general divisional duties. The work as a whole includes valves, piping, gauges, pumps, boilers, reciprocating engines, steam turbines, internal-combustion engines, auxiliaries, useful tables. Price, 30 cents.

Utilization of Elm (Agricultural Department Bulletin 683).—Covers commercial species, characteristics of the wood, structure of the wood, supply and demand, utilization by industries, lumber and stumpage value, markets, etc. Price, 10 cents.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Aluminum ware.....	27375	Nickel-plated ware.....	27375
Buttons.....	27380	Oil.....	27381
Cotton goods.....	27380	Photolithographers.....	27375
Furnaces.....	27377	Sporting goods.....	27375
General merchandise.....	27375	Silk.....	27381
Glass and glassware.....	27375	Silver-plated ware.....	27375
	27379, 27381, 27382	Tin plates.....	27381
Hardware.....	27381, 27382	Toys.....	27375
Envelopes.....	27376	Wire.....	27381
Indigo.....	27374	Woodenware.....	27379
Laces and embroideries.....	27380		

27374.*—An importer in France desires to purchase from three to three and one-half tons of Bengal indigo. Cash will be paid against documents. Correspondence may be in English. References.

27375.†—A department store in Chile is in the market for silver-plated ware, nickel-plated goods, aluminum and enameled ware, toys, sporting goods, manicure sets, fine glass and china ware, and merchandise that is adapted to the notion and fancy goods department. Catalogues with prices and discount sheets are requested. Reference.

27376.*—A firm in England desires to purchase, as agents, envelopes of all kinds and all sizes, direct from manufacturers. Cash will be paid under letter of credit. Reference.

27377.*—A man in Indo-China desires to purchase large furnaces that will carbonize and distill as much as 300 cubic meters of wood per day. Terms, cash against documents. Correspondence should be in French.

27378.‡—A man in Cuba desires to be placed in touch with photolithographers who specialize in printing diplomas. Catalogues are requested.

27379.*—A large wholesale house in South Africa desires to purchase crockery, glassware, and woodenware. Cash will be paid. Correspondence may be in English. References.

27380.*—A man in Trinidad wishes to purchase cotton and silk fabrics, voiles, etc.; threads, buttons, fasteners; neck, collar, and waist bands; embroideries, laces, trimmings; dress lengths of all kinds; waist lengths of all kinds; underwear material; sewing machines of all kinds, with electric and other attachments.

27381.‡—A representative of a Dutch concern in the East Indies and Singapore, who is at present in the United States, desires to get in touch with manufacturers of all kinds of general merchandise, such as wire nails, tin plates, mild steel, iron bars, galvanized wire, barbed wire, window glass, sulphur, caustic soda, soda ash, rosin, zinc white, linseed oil, cement, cotton prints, red cloth, flannelettes, canned fruits, wines, etc. References.

27382.*—An agent in France desires to be placed in communication with manufacturers and exporters of table glassware of all kinds, oil lamps of various patterns, oil burners of the "Kosmos" and "Matador" types, and glass for these burners, also gas lamps for "Auer" burners. Correspondence may be in English. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 204

Washington, D. C., Friday, August 30

1918

CONTENTS.

	Page.		Page.
Advises strict inspection of oil imports.....	817	Uruguayan budget extended.....	820
Firms to which Webb law applies.....	817	Agriculture in Sao Paulo damaged by frost.....	827
Changes in Sweden's foreign trade.....	818	Bids submitted for Brazilian caustic-soda works.....	828
Dundee harbor employees' wages.....	818	Rope and cordage trade of Jamaica.....	828
Agricultural conditions in Denmark.....	819	Harbor works in Netherlands East Indies.....	829
Flax harvest in Scotland.....	819	The oxygen and acetylene industry in Brazil.....	829
Salt works in Norway.....	820	The Glasgow industries fair.....	830
Condition of Swiss crops in July.....	820	Dundee's customs and excise collections.....	830
Ceylon's imports of leather goods.....	821	Proposals for Government supplies.....	831
Brazil indorses plan to improve ship-ping.....	822	Foreign trade opportunities.....	832
Brazil regulates sale of chemical fertilizers.....	822		
Function of tractors in agriculture after war.....	823		

ADVISES STRICT INSPECTION OF OIL IMPORTS.

Consul A. A. Williamson, of Dairen, Manchuria, cabled, under date of August 22, that, as many spoiled beans are being crushed, strict inspection of imports for the present is important.

FIRMS TO WHICH WEBB LAW APPLIES.

The Department of Commerce has been asked by different firms as to whether the provisions of the act of April 10, 1918, entitled "An act to promote export trade, and for other purposes" (the Webb bill), applies to associations engaged in trade between our mainland and our overseas possessions, such as the Philippines, Porto Rico, Hawaii, Alaska, etc., or to associations engaged in import trade.

The Solicitor of the department has given the following opinion on this question:

Section 1 of the act referred to defines the term "export trade" so as to make it applicable to trade between the States and the Territorial possessions of the United States on the one side and foreign countries on the other.

Section 2, in effect, withdraws from the operation of the act of July 2, 1890 (26 Stat., 209), all associations engaged solely in export trade, provided that neither such export trade nor any agreement or contract made in connection therewith shall operate as a restraint upon trade or to enhance or depress prices or to lessen competition in the United States with respect to commodities of the class exported by such associations, respectively. It is to be observed that this section does not withdraw from the operation of the act of July 2, 1890, associations which may be engaged in import trade as well as export trade.

Section 3 exempts from the prohibitions of the act of October 15, 1914 (38 Stat., 730), forbidding one corporation from acquiring or owning stock or shares in another corporation, associations organized solely for and engaged solely in export trade "unless the effect of such acquisitions or ownership may be to restrain trade or substantially lessen competition within the United States," leaving associations organized for or engaged in import trade as well as in export trade still subject to the prohibitions of the act of October 15, 1914. But it is to be observed that that act, by its terms, does not apply to the Philippine Islands.

Section 4 makes the provisions of the Federal Trade Commission act of September 26, 1914 (38 Stat., 717), with respect to "unfair methods of com-

petition" apply to unfair methods of competition between competitors in export trades "even though the acts constituting such unfair methods are done without the territorial jurisdiction of the United States."

The net practical effect of these four sections is to free all associations engaged in the "export trades" as defined in section 1 and not engaged in the import trade from all statutory restraints which may interfere with their competition with those engaged in supplying the markets of the world outside the territorial jurisdiction of the United States, but not from such statutory restraints as may affect their domestic trade or their competition with domestic competitors in the foreign trade.

Section 5 imposes certain obligations with respect to making reports to the Federal Trade Commission upon those associations which may be entitled to the benefits of sections 2 and 3, and provides that failure to discharge such obligations shall deprive the association so failing of the benefits of the said sections 2 and 3 and subject it to a fine.

Replying specifically to the questions raised, I have the honor to advise that, in my opinion, the act of April 10, 1918, *supra*, does not apply to associations whose business may be confined to trade within the United States and its Territorial possessions, such as the Philippines, Porto Rico, Hawaii, and Alaska, nor to associations engaged in the import trade, *whether also engaged in the export trade or not*.

CHANGES IN SWEDEN'S FOREIGN TRADE.

[Commercial Attaché Erwin W. Thompson, Copenhagen.]

Official figures have been published for the import and export of the principal commodities in Sweden for the first half of 1918. Some of the important changes from 1917 are given below:

Articles.	January-June—	
	1917	1918
IMPORT.		
Salt herring.....	tons.. 14, 265	33, 237
Eggs.....	dozen.. 490, 000	3, 500, 000
Corn.....	tons.. 23, 798	12, 288
Wheat.....	do.. 26, 883	2, 483
Illuminating oil.....	do.. 40, 665	24, 798
Oil cake.....	do.. 24, 798	16, 565
Chile saltpeter.....	do.. 16, 565	1, 012
Potash salts.....	do.. 11, 688	62, 357
Coal.....	do.. 578, 140	1, 116, 303
Coke.....	do.. 198, 591	332, 455
Briquettes.....	do.. 122, 281	27, 145
EXPORT.		
Iron ores.....	tons.. 2, 100, 602	1, 746, 372

DUNDEE HARBOR EMPLOYEES' WAGES.

[Consul H. Abert Johnson, Dundee, Scotland, Aug. 6.]

The Committee on Production has issued an award on the arbitration between the Dundee Harbor Trust and Scottish Union of Dock Laborers, in connection with a claim by the weighers and supernumeraries for an advance in wages of 1s. 4d. (\$.32) per day as from January 4.

Since the outbreak of war the weighers have received advances amounting to 4s. 2d. (\$1.01) per day of 10 hours, while the supernumeraries have received advances amounting to 3s. 2d. (\$.77) per day. The decision of the committee is that the men concerned receive the advance of 1s. 4d. per day claimed as from May 6. Ships' clerks and assistants, who were parties to the arbitration, will also receive the advance.

AGRICULTURAL CONDITIONS IN DENMARK.

[Consul B. L. Agerton, Copenhagen, July 30.]

According to reports received by the Statistical Department of the Danish Government, the wheat and rye crops showed a generally improved condition on July 15. The rains in June came rather late but are said to have been in time to insure a good development of the grain before maturing, and the cool weather during the last half of June and the early part of July has tended to retard the premature ripening of the grain and has prolonged the period of growth. The yield of wheat throughout the Kingdom is expected to be a little above normal; an average crop of rye is expected in Jutland and a little better than the average on the islands.

Oats and barley appear to have suffered somewhat from the dry weather which prevailed until the latter part of June; with the coming of the rains, however, in June and July the condition of these crops has decidedly improved and a crop only slightly below normal is expected.

Potatoes, carrots, beets, kohl-rabi, turnips, and sugar beets, commonly called the root crops, have shown improvement since the June rains. While none of these crops is reported as being bad, kohl-rabi is reported to be considerably below the average, and carrots, beets, turnips, and sugar beets only slightly below the average. Potatoes give promise of a good crop.

The hay crop appears almost certain to be poor; much improvement followed the rains, but the damaging effects of the dry spring could not be overcome. The grass is likewise poor but will greatly improve during the summer.

FLAX HARVEST IN SCOTLAND.

[Consul H. D. Van Sant, Dunfermline, Aug. 12.]

Flax harvesting operations have begun in the western portion of Fife in this consular district. Some 1,300 acres were placed under flax cultivation for the first time in many years and from all indications Fifeshire has made a substantial contribution to the flax-producing properties of Scotland. On the 20 or more farms embraced in this new experiment of flax production, the result appears to have exceeded expectations for the first year, the general view of this flax-growing effort being that it might take three years before a fully acceptable quality of flax could be grown successfully. Experts describe this year's crop as excellent, considering all the circumstances.

Little difficulty has been experienced in obtaining labor for the flax pulling. A large contingent of girls, the majority from universities and schools of Glasgow and Edinburgh, did the work, while for their accommodation while here the Carnegie Dunfermline Trustees placed a section of the clinic building in Dunfermline for their disposal. Attired in the war-time land service uniform these flax-picking girls have attracted much attention and given very satisfactory returns to the flax raisers of this neighborhood.

A new smelting furnace, with a daily capacity of 100 tons, has recently been installed in the Hokkaido (Japan) Steel Works.

SALT WORKS IN NORWAY.

[Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, Aug. 5.]

Salt is one of the important articles of import in the Scandinavian countries, mostly for use in preserving fish. Norway usually imports about 300,000 tons a year, Spain furnishing about 40 per cent, Italy 20 per cent, and the United Kingdom 12 per cent. On account of the lack of space and other difficulties of sea transport, attention has been turned toward obtaining salt from sea water. The presence of gypsum, potash, and other chemicals in common sea water makes it difficult to obtain pure chloride of sodium from sea water by ordinary methods of evaporation, and the Norwegian Government appropriated \$15,000 for investigating a new process invented by Mr. Henrik Bull, an engineer connected with the Fiskeri Forsøgs Station (Fishery Experiment Station) in Bergen. This investigation was completed in April, 1918, and a favorable report rendered, as a result of which the Government will probably grant special facilities in the way of water-power licenses for the construction of several plants.

The first plant is to be built on the west coast of Norway and is to be ready within a year if the electric and other machinery can be obtained. The output will be about 50,000 tons per year. If this is successful, several additional plants of about the same size will be successively built along the Norwegian coast. The process appears to be one of electrolysis in combination with evaporation by heat produced by the electric current. Magnesium, gypsum, Glauber's salts, iodine, and bromine will be by-products of the process.

A corporation will be formed for exploiting this process, with a capital of \$5,000,000, and will be called the A/S De norske Salt-verker, whose principal offices will probably be in Bergen.

CONDITION OF SWISS CROPS IN JULY.

[Vice Consul James C. McNally, Zurich, July 16.]

The weather during the month of June was not particularly favorable for plant growth; the drought which extended from May 1 until June 10 suddenly ended and continual rains thereafter delayed the growth of the hay, particularly in the higher altitude. If more favorable weather does not follow, the prospects for the second hay crop is poor. The condition of the meadows on July 1 as compared with a year ago, when 1 is considered very poor, 2 poor, 3 medium, 4 good, 5 very good, is indicated as follows: Native meadows, 4.19 in 1917 and 3.20 in 1918; tame meadows, 4.17 in 1917 and 3.41 in 1918; and Alpine meadows, 4.55 in 1917 and 2.83 in 1918.

General Condition of Grain and Vegetable Crops.

The general condition of the fall grains is somewhat more unfavorable than a month ago. In places the excessive June rains have caused the grain to lie down, but the wheat and spelt in general is fairly well developed. The rye especially is down in many places, but the blossoming has been favorable and the heads are full. The barley has already been harvested in some parts and the yield is satisfactory. In general, the grain in the regular grain districts is better than in districts which were plowed up last fall for grain. The spring grains suffered during the drought period, and the condition

of the oats especially varies greatly. In certain regions insect pests have caused damage. The average prospect for spring grains is below normal. Indian corn has also suffered from want of warm weather and from damage by worms.

During the month of June the condition of the potato crop became worse. The frost in the early part of the month affected the plants in many sections, and the cold and rainy weather which followed prevented the plants recovering from the damage of the frost. Potato worms have also caused damage in certain districts. The crop prospects for runcle beets, yellow beets, and field vegetables are also under normal; the bean crop suffered particularly because of the cold and wet weather.

Prospects for Fruit—Summary of Crops.

The prospects for fruit are not very good. The cherry crop will not be more than two-thirds of normal. Apples are estimated at above 80 per cent, but pears at less than half of a normal yield. The prospects for prunes and walnuts are fair. The grape prospects are also good, but there is considerable possibility for future damage by blight and grape pests; in places this damage has already appeared.

Below is given a summary of the condition of the crop, expressed in percentage of a normal yield, on July 1, 1917 and 1918:

Crops.	1917	1918	Crops.	1917	1918
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Apples.....	82	80	Straw.....	101	96
Pears.....	100	49	Fall wheat.....	100	96
Cherries.....	95	69	Spring wheat.....	99	93
Prunes.....	81	89	Fall rye.....	97	102
Nuts.....	97	82	Spring rye.....	100	98
Grapes.....	90	104	Fall barley.....	100	102
Potatoes.....	108	95	Spring barley.....	100	102
Beet root (runcles).....	100	94	Corn (spelt).....	101	101
Yellow beets.....	98	94	Oats.....	95	94
Field vegetables.....	101	93	Indian corn.....	106	90
Tobaccos.....	106	102			

The 1918 estimates may be affected by abnormal weather or by damage from pests later in the season.

CEYLON'S IMPORTS OF LEATHER GOODS.

[Consul Walter A. Leonard, Colombo.]

Boots and shoes constitute the chief item in the imports of leather and its manufactures into Ceylon. According to the Ceylon Blue Book, the imports of boots and shoes were valued at \$221,329 out of total imports amounting to \$293,631. The following table lists the different articles imported in 1916:

Articles.	Hundred-weight.	Value.
Dressed leather.....	143	\$3,409
Goat and sheep leather.....	121	11,764
Other leather.....	8	993
Boots and shoes.....	139,964	221,329
Harness and saddlery.....	74	10,047
Miscellaneous leather articles.....	2,432	41,089
Total.....	142,742	293,631

BRAZIL INDORSES PLAN TO IMPROVE SHIPPING.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Brazil, June 25.]

The President of Brazil, by Decree No. 12990, of April 24, 1918, promulgated the resolution concerning steamship service between the American Republics, which was passed by the International American Conference in Buenos Aires on August 12, 1910, and approved by the President of Brazil in Decree No. 2881 of November 9, 1914.

The conference above mentioned recommended that the States represented at the conference should conclude conventions among themselves providing for direct and adequate steamship service; the vessels to be built of the highest speed and largest size consistent with economical commercial service.

It was further recommended that where a line or lines of steamers should be established through State initiative, such vessels should enjoy all privileges at ports of call that are accorded to vessels flying the flag of such ports; that no rebating privileges should be granted railways which would not be granted to vessels running in direct trade from other States represented at the conference; that States now having contracts with ports of other countries of America providing for optional steamship communication, demand obligatory and rapid service with such ports; that connecting lines between such ports as have no American steamship service should be established in order that there may be a continuous, unbroken connection from north to south on both coasts; that in all cases in which vessels proceed in one direction only from the ports of one American State to another, reciprocal measures should be taken to provide return cargoes warranting return service; and that in view of the immense importance of the development of steamship lines, direct banking and cable service should be established.

BRAZIL REGULATES SALE OF CHEMICAL FERTILIZERS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 23.]

By a decree of July 10, 1918, the President of Brazil has defined the offense of adulteration of chemical fertilizers and promulgated regulations concerning the sale of these products.

It shall be unlawful to sell or to offer for sale chemical fertilizers which deceive or tend to deceive the purchaser as to their nature or origin, their composition, or the mixture of the elements which they contain, or by the designation of a name which, according to trade usage, is given to other fertilizing substances. For infractions of this regulation a fine of from 15 to 30 per cent of the value of the quantity sold is to be imposed, and for fraudulent exhibition a fine of from 50 to 100 milreis (about \$12.50 to \$25 United States currency); these amounts are to be doubled on the second offense.

The manufacturer or seller is required to state on the contract or bill of sale all the necessary information concerning the composition of the fertilizers to be sold, indicating the various elements of nitrogen, phosphoric acid, potash, etc., according to their weights per hundred kilos of the manufactured article. The fine for infractions of this regulation is from 5 to 20 per cent of the value of the quantity sold, doubled on the second offense.

FUNCTION OF TRACTORS IN AGRICULTURE AFTER WAR.

[Commercial Attaché Pierce C. Williams, Paris, France, June 17.]

An American expert in the manufacture and use of tractors in Europe has prepared, at the suggestion of the United States commercial attaché in Paris, the following statement with reference to the vital role that will probably be played by tractors in the period following the war. His conclusions are presented as those of a man of wide experience who has given the subject much careful thought. It should be understood that his interpretation of facts is an individual one, which is subject to modification under the ever-changing conditions developed by the war:

Shortage of Horses Brought About by War.

When war was declared in 1914, a very great shortage of horses was experienced. Within a few weeks practically every horse in Europe was seized and placed in war service, and, in addition, the Entente Allies (especially France and England) began within one month to purchase very large numbers of horses in Spain, South America, the United States, and Canada. Since the war began more than 1,500,000 horses and 500,000 mules have been exported to Europe from the United States and Canada alone.

The average age of the horses mobilized in 1914 was 6 to 7 years, and they are now 10 to 12 years old. Mares were also mobilized, and since then breeding has practically ceased. The average maximum age of a horse is little more than 12 years, and, if the war continues much longer, it is obvious that practically all of the mobilized horses will die either of wounds or old age or will be unfit for either work or breeding.

Throughout Europe there is undoubtedly an unprecedented shortage of horse power, and the situation seems destined to become worse as the war goes on. Even when peace is signed, the farmers can not expect to import horses from abroad, because, first, the transportation expenses are likely to exceed the value of the animal and, second, no country will have any surplus to export.

One must take into consideration the probability that the Germans, in their retreat, will strip the invaded districts of horses, cattle, and agricultural implements, as they have stripped the factories of their machinery.

What, then, will be the plight of the people of those districts when they have no horse power or implements for food production and, perhaps, inadequate shipping facilities for the importation of necessary foodstuffs?

To one who studies the problem closely, there appears only one practicable source of relief. Tractors must supply the deficiency. A 20-horsepower tractor, it is claimed, will do the work of nine horses, will cost less, will have a longer existence, will eat none of the food it produces, will require a relatively small degree of attention, and can be produced rapidly and in desired quantities.

Problem Created by Diminution of Man Power.

The question of man power must be considered in this connection. Most of the capable male farm workers in the belligerent countries are with the armies. European food production is being carried on by women, children, and men over 50 years old. Millions of men

have been killed, and other millions have been permanently disabled. Decreased production in certain countries has been accompanied by an enormous increase in the demand. England forms a notable exception to the prevailing tendency. Although the farming industry in the United Kingdom has suffered severely in horse and man power, food production has been increased. This English increase has been made possible only through the use of tractors.

The man-power situation, as it exists to-day, seems to point very clearly to the necessity of adopting mechanical methods to a greatly increased extent.

Agricultural Conditions—Demand for Farm Implements.

The war has caused such a substantial increase in the prices of all farm products that farmers everywhere who have been able to maintain good production have been prospering beyond all precedent. No other industry has such sound credit and such great purchasing capacity. But with this unusual prosperity there have come serious problems. The farmer is not only short of horse and man power, but his machinery and tools are wearing out. He has money in the bank, but it is difficult or impossible for him to get deliveries of new machinery or repair parts for the old.

Implement factories are given over to war work, smithies are similarly engaged, importations are restricted or forbidden, ocean freights are enormously expensive, shipping space is unavailable, and implement makers are unable to get sufficient metal and material for farm implements.

On the one hand, the war has dangled unheard-of profits before the European farmer, and, on the other, it has taken or withheld from him the horsepower, the man power, and the tools that are necessary to enable him to obtain the promised prize.

As soon as the war is over there will inevitably be a tremendous demand for modern farming implements of all kinds, and price will not be so important a factor as quick deliveries. It is the one manufacturing line in which, after the war, there will be an urgent and almost unlimited demand from a class of buyers having a perfect capacity for prompt payment.

America Must Furnish Machinery Required.

From what sources are these agricultural implements to come? America may be considered first. Before the war a large part of all the farm machinery used in Europe came from the United States. This was true even in the Central Empires. Since the beginning of the war it has been increasingly difficult for American manufacturers to deliver such products in Europe. Even the American machinery that is already there is seriously incapacitated because of the inability to import the repair parts necessary to keep it working.

And, for reasons that need not be elaborated, the home demand in America is great. It will increase as time goes on. The American farmers, having ample credit, will be quick to purchase tractors to make good the shortage of men and horses. Great educational and publicity efforts have been exerted in acquainting the American farmers with the advantages of mechanical power, and in 1916 they bought 34,000 tractors. It may reasonably be expected that, unless vigorous measures are taken, the American demand will increase

more rapidly than the domestic supply. Unless American tractor manufacturers increase their producing capacity during the period of the war, it can hardly be anticipated that they will be active in European markets after the termination of hostilities.

One touches here the real crux of the entire matter. American manufacturers of tractors (and, in fact, of all classes of agricultural machinery) must increase their capacity if the pressing needs of American and European agriculture are to be supplied and economic maladjustment avoided. They should be ready for a large backed-up demand from Europe for all classes of farm machinery. They should be prepared to make large and immediate shipments the moment that peace makes shipping space available.

For it is perfectly apparent that European manufacturers can satisfy only a fraction of the requirements. Prof. Ringlemann, the technical head of the Machine Agricole Department of the French Government, stated recently that France will need 60,000 tractors. Large quantities will be required by the United Kingdom, Russia, Roumania, Serbia, Greece, Italy, Belgium, as well as Brazil, Argentina, South Africa, Australia, and New Zealand.

At a meeting of the British agricultural-machinery manufacturers, called by the Minister of Munitions in March, 1917, a poll of tractor makers showed that the total British capacity was less than 1,000 tractors per year. The present tractor-producing capacity of France is less than 100 per year, though the Compagnie Generale des Omnibus de Paris has recently completed arrangements with the Saunderson Tractor & Implement Co. (Ltd.), of Bedford, England, under which it will produce from 2,000 to 3,000 Saunderson tractors per year.

American tractor manufacturers may safely conclude that Europe, outside Germany, can not produce more than 5,000 tractors per year for a long time after the war is over. They may assume that (with possibly one exception) none of the European-made tractors with which they will have to compete will be at all troublesome.

Factors That Determine the Kind of Tractors Desired.

American manufacturers should bear in mind that the farms of Europe are small, and that small tractors (say, 20 horsepower) are much more in demand than heavy tractors, although there is a demand for the 35 and 50 horsepower machines in Algeria and Russia.

A tractor for European sale must be an all-purpose tractor that can do heavy and light farm work; it must have a good speed for road haulage and a pulley for thrashing, grinding, etc.

The roads of Europe are practically all macadam or made pikes, and the laws governing their use are stringent. A tractor wheel studded with spikes or strakes would not be permitted to do European road haulage. European roads contain many stretches of stone-block paving (old military roads), and haulage on such roads requires tractor wheels of the strongest possible construction. In fact, American makers should supply in Europe the strongest possible construction, as a breakage means a spare part from America and an idle tractor until the part arrives.

The great criticism of American tractors arises from these questions of light construction and replacements. American firms should keep a full stock of spares in any country in which they place their

machines. Spares can not be accurately made by French shops using the French measurements.

Before American tractor and plow manufacturers undertake any serious expense in developing the European demand, they should send representatives to investigate the situation carefully, as not only are conditions very different from those in America, but they differ in the various parts of Europe. For instance, the English farmer will not consider a wide, flat-furrow American plow, while the Scotch farmer prefers it. The Englishman dislikes a tractor that runs in a furrow, while the French prefer it.

Much of the land in Europe is very heavy, and plows should be so made that furrows can be added or taken off. A tractor that could pull five furrows in the sandy soil around Detroit would be stalled with a two-furrow plow in English Essex clay. The land in Europe is old and worn, and deeper plowing is required. The average European farmer is not wealthy, and it would be a great advantage to be able to offer him a six-furrow plow that could be reduced to a three furrow rather than force him to buy both a three and a six furrow plow.

American plow manufacturers will have an enormous demand in Europe after the war, but they will have more competition from the European makers than will the tractor manufacturer. They should carefully study tractors and design their tractor plows for tractor uses. They should study the land, conditions, and preferences of Europe. American plow and tractor manufacturers should work very closely together.

American tractor makers who wish to hold a European trade must pay close attention to strength, durability, and solidity of construction. In Europe a bad reputation spreads rapidly and is lasting, and buyers are very critical and exacting.

American tractor manufacturers should recognize that the work and conditions confronting a tractor are more variable and exacting than those facing the automobile engineer, and their designers should approach the problem through the farmer user rather than the drawing-board engineer or the quantity-production or efficiency engineer. Much invaluable advice concerning tractor design can be obtained from the farmer, and practical usefulness and stability must not be sacrificed to quick-unit factory construction and assembly and low costs.

URUGUAYAN BUDGET EXTENDED.

[Consul William Dawson, Montevideo, July 17.]

A law of July 10, 1918, extends, with all modifications introduced by law during the fiscal periods 1916-17 and 1917-18, the budget in force up to June 30, 1918, until such time as the budget law for the fiscal year 1918-19 may be approved.

The general budget law thus provisionally extended to apply to the present fiscal year (1918-19) is that voted for the fiscal year 1916-17, as subsequently modified by various enactments. No new general budget was voted for the year 1917-18. It may be noted that the 1916-17 budget was the first new general budget agreed upon by the Uruguayan executive and legislative powers since 1912. [See Supplement 47b to COMMERCE REPORTS for Dec. 26, 1917.]

AGRICULTURE IN SAO PAULO DAMAGED BY FROST.

[Consul Robert L. Keiser, Sao Paulo, Brazil; see also COMMERCE REPORTS for July 10, 1918.]

As a result of unusual cold weather from the 25th to the 29th of June, all agriculture within the State of Sao Paulo has suffered severely. With the exception of certain sections lying in the coastal plains, the crops of castor beans and bananas and most of the native fruit and sugar cane have been largely ruined. The coffee industry has suffered in a degree which at the present time it is not possible to calculate. Reports from travelers arriving from the interior State, however, are that all coffee trees under 3 years of age have been killed. The reports further state that two years or more will be required to bring the production of the old trees back to normal. These reports are corroborated by the official reports being received by the State Government.

During the year 1917 practically every farmer within the State of Sao Paulo planted castor beans. The crop for 1918 had been estimated at 1,000,000 to 3,000,000 sacks. In certain parts the crops had already ripened and were ready for gathering. A part was still in the formative stage, however, and is now a complete ruin, together with the plants producing the beans. From 8 to 12 months will be required to replant this crop, and the 1919 crop will probably be 2,000,000 bags.

Heavy Loss in Sugar Cane and Coffee—Cattle Industry Suffers.

Practically the entire sugar-cane crop has likewise been ruined and will require two years to replant.

The greatest loss will come to the coffee planters who have been investing capital in the development of new plantations. While at the present time it is impossible to make any proper estimates of the losses sustained, not even vague hopes are entertained for the new plantations. The older plantations have been seriously damaged as well, and the crop for 1919 is estimated at 3,000,000 to 5,000,000 bags and that for 1920 at 4,000,000 to 6,000,000 bags. In 1921 the crops will again approach a normal figure.

It is predicted that serious reaction will result in commercial, industrial, and financial circles from the losses sustained by the agricultural interests. Fortunately money has been easy for some seven or eight months past. It is thought that the coffee "commissarios" or bankers will be able to sustain the planters until the haciendas again produce sufficient revenue to allow a margin of profit.

The cattle industry will also suffer. At this season of the year the grass pastures are at their worst. Most of the stock raisers prepare special fattening pastures for the winter season. These pastures have all been ruined by the frost, and it will be months before they will again produce sufficient nourishment for the cattle of the State. Another loss will undoubtedly come through increase of mortality from hoof and mouth disease. This epidemic always appears during the winter season, but such cattle as have green pastures throughout the winter generally recover. The destruction of the green pastures will therefore increase the mortality rate.

Large additions are planned to the municipal power station of Bergen, Norway, at Samnaenger, which will cost over \$1,000,000.

BIDS SUBMITTED FOR BRAZILIAN CAUSTIC-SODA WORKS.

[Vice Consul Richard P. Momsen, Rio de Janeiro, June 29.]

The Minister of Agriculture, Industry, and Commerce of Brazil recently caused to be published in the *Diário Oficial* (Official Gazette) the bids which were received by him for the establishment of caustic-soda factories. [See *COMMERCE REPORTS* for May 9 and July 3, 1918.] The following table shows the various items of these proposals:

Bidder.	Annual production.	Time needed for construction.	Cost per ton.	Locality.	Cost of installation.
	<i>Tons.</i>	<i>Months.</i>	<i>Milreis.</i>		<i>Milreis.</i>
Antonio Luiz da Silva.....	1,500	10	387	Federal District.....	2,390,000
A. Costa Lage.....	3,200	11	153	Sao Joao da Barra.....	4,353,500
A. Santos & Co.....	1,700	(a)	485	Federal District.....	1,671,500
Barão Ibirocahy & Co.....	1,500	6	1,100	Ipanema.....	
Cia. Nacional de Industria Chimica.	1,500	9	183	Santos.....	1,221,000
Barbosa Lima & Co.....	2,250	10	449	S. Anna do Jacuhy.....	
Sociedade Anonyma Carbonica.....	6,000	2	289	Capit.....	2,325,638
C. Ferreira Abreu.....		11	442	Parana.....	2,377,000
Cia. Força e Luz Fluminense.....	1,120	12	260	Miracema, State of Rio	1,979,000
Salvador M. C. Frôes.....	7,000	12	493	Capital.....	2,663,441
Oscar Moreira.....	5,400	10	179	S. Amaro, State of S. Paulo.....	4,620,967

(a) Until November, 1918.

With the single exception of the proposal of the Sociedade Anonyma Carbonica, which company specified the Solvay process, all of these bids are for plants using the electrolytic method of making caustic soda.

ROPE AND CORDAGE TRADE OF JAMAICA.

[Vice Consul Davis B. Lewis, Kingston, Aug. 5.]

There is an excellent market for rope and hard fiber cordage in Kingston and other parts of Jamaica. Imports of cordage and twines into Jamaica have increased from a value of \$45,000 in 1913 to \$55,000 in 1916 and \$65,000 in 1917. The United States furnished 33 per cent of the 1913 imports, while in 1916-17 the proportion rose to more than 50 per cent. The goods mostly in demand consist of manila, sisal, and tanned hemp rope, tanned marlin, tanned spun yarn and flax, and hemp gasket in sizes of from 6 thread up to 6 inches in circumference; manila rope from $\frac{1}{2}$ inch to 2 inches has the largest sale. The shortage of wire cable has probably caused an increase in the use of manila rope to some extent. Jamaica being a maritime country, much rope is used in its shipping industries, and the numerous small manufacturers and owners of large agricultural estates buy considerable quantities of necessary sizes from local wholesale dealers.

In addition to the above amounts of rope used, from \$8,000 to \$10,000 worth of cheap grass rope manufactured in the Cayman Islands (a dependency of Jamaica) is brought to Jamaica yearly. This rope is about one-half inch in diameter and is used by the poorer class of peasants for the usual farm purposes; it is sold in coils 150 to 300 feet in length and retails at about 10 cents per pound. Jamaica exports a small amount of sisal fiber yearly to the United States and the United Kingdom.

HARBOR WORKS IN NETHERLANDS EAST INDIES.

[Board of Trade Journal, Aug. 1.]

The construction of the new harbor works at Tandjong Perak, Soerabaya, is nearing completion, and the question of extending the quay space is now under consideration. During the early part of 1917 the Government erected 20 warehouses on the northern side of the new wharf. These warehouses are capable of holding from 65,000 to 70,000 tons of sugar, and have been in use throughout the season, several steamers having been loaded at the wharf instead of from lighters lying in the roads. In addition to these, several other warehouses were also built, some of which are, however, still unfinished. Shortage of material prevented the proposed railway scheme from being completely carried out, but this will, no doubt, be done as soon as supplies have again become available. The present system of lines is inadequate to deal with the anticipated traffic.

In addition to several tugs of medium power, a vessel of 660 horsepower is now available at Soerabaya. Two floating cranes, with a lifting capacity of 25 tons and 50 tons respectively, are also stationed here. The two floating docks with lifting capacities of 14,000 tons and 3,500 tons respectively, have been in constant use throughout the year, and the work done by the Dry Dock Co. has proved to be as satisfactory as could be expected, considering the difficulty met with in obtaining proper labor and experienced European supervision.

THE OXYGEN AND ACETYLENE INDUSTRY IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 8.]

The oxygen industry in Brazil is very small at the present time. There is one plant in the city of São Paulo (the output of which is not known) and one in Rio de Janeiro. The latter is owned by Mc-Lauchlan & Co. (British), of Rua São Pedro 67, and has a capacity of 20,000 cubic meters (cubic meter=35.314 cubic feet) of oxygen per month, but at present its total monthly output is but 8,000 cubic meters. Apparently no oxygen is now being imported into Brazil, owing to scarcity of freight facilities, and consumers are obliged to depend solely upon the output of the two plants mentioned. The average price charged is 4 milreis per cubic meter (a little less than 3 cents a cubic foot).

Calcium carbide which is used in preparing acetylene, is manufactured in Brazil only by the Companhia Brasileira Carbureto de Calcio, at Palmyra, State of Minas Geraes. [See **COMMERCE REPORTS** for May 4, 1918.] The average price charged for carbide is 2 milreis per kilo (approximately 23 cents a pound).

The possibility of obtaining concessions for the installation of a plant for the manufacture of these two products is remote, unless they were to be manufactured under some new process, and in such case patents would have to be applied for in the usual manner.

The customhouse receipts at Vera Cruz, Mexico, during July, reports Consul Francis R. Stewart, amounted to 810,385 pesos, equivalent at normal exchange to \$405,200 United States gold.

THE GLASGOW INDUSTRIES FAIR.

[Consul Thomas H. Bevan, detailed as vice consul at Glasgow, Scotland, Aug. 2.]

The second Glasgow Industries Fair will be opened on August 19, 1918, in the Kelvin Hall of Industries and will continue until the end of the month. It was originally intended to hold the fair in the spring of the year, but owing to war conditions sufficient labor and material could not be obtained in time to carry out the original program, which called for the completion of the building in which the fair is to be held.

The building is now so well advanced and the stands for the exhibition of goods in such a state of completion that the opening date has been arranged, and there is every prospect that the success which attended the fair of 1917 will extend to the one about to be inaugurated. The new structure is admirably suited for the purpose and is readily reached from all parts of the city. It has a floor space of approximately 100,000 square feet.

The fair is being promoted by the corporation of the city of Glasgow under the auspices and with the support of the (Government) Board of Trade and is under the patronage of the Associated Chambers of Commerce, London, and the Glasgow Chamber of Commerce.

Exhibitions of a similar nature have been held in London for the past few years, one taking place early this year (see **COMMERCE REPORTS** for Apr. 12, 1918); but while the fairs in London and Glasgow have the same common object, each has its separate sphere. The official intention is that these fairs should not be in any sense competitive, and that industries represented in one center should not be on exhibition at another at the same time.

At the recent London Fair the exhibits were confined primarily to toys, glassware, china, printing, and stationery. The exhibits at the Glasgow Fair will comprise a wide range of textile goods, leather and leather substitutes, dyes and chemicals, domestic chemical products, and foodstuffs. The response from manufacturers all over the country has been very satisfactory, and 150 to 160 firms it is expected will be represented.

Broadly speaking, the object of the fair is to prepare the way for the great extension of trade that will take place after the war; to show traders the lines of development and the possibilities that lie ahead of the British home industries and their capacity to meet the requirements of a market formerly to a large extent under the control of Germany.

DUNDEE'S CUSTOMS AND EXCISE COLLECTIONS.

[Consul H. Abert Johnson, Dundee, Scotland, Aug. 3.]

Dundee's customs and excise revenue during July totaled \$299,624 compared with \$139,427 in the corresponding month last year—an increase of \$160,197. The customs receipts amounted to \$91,691, and the excise to \$207,933.

The manufacture of a standard cloth is to be begun in Denmark, and it is estimated that enough will be produced for 60,000 to 70,000 suits.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Building construction, No. 5382.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until October 1, 1918, for constructing an office building at the General Lighthouse Depot, Tompkinsville, N. Y.

Manila rope, No. 5383.—Sealed proposals will be received by the Mississippi River Commission, first and second districts, customhouse, Memphis, Tenn., until September 16, 1918, for furnishing and delivering 65,000 pounds of manila rope.

Hospital equipment, No. 5384.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 16, 1918, for the mechanical equipment of the United States Marine Hospital, New York, N. Y. (Stapleton).

Sale of lighthouse property, No. 5385.—Sealed proposals will be received by the Superintendent of Lighthouses, Baltimore, Md., until September 10, 1918, for the sale of condemned lighthouse property, including 25 row and sail boats, blocks, library books, chests and tools, old furniture, etc., located at Lazaretto Lighthouse Depot, Baltimore, Md.

Building construction, No. 5386.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 16, 1918, for construction of 11 buildings for the United States Marine Hospital at New York, N. Y. (Stapleton).

Electric traveling cranes, No. 5387.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 23, 1918, for four 10-ton electric traveling cranes of the overhead bridge type, each equipped with two 5-ton trolleys and installed on runways at the Navy Yard, Norfolk, Va. Refer to specifications No. 3309.

Sash devices, No. 5388.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 16, 1918, for furnishing and delivering at the penitentiary, Leavenworth, Kans., sash operating devices and hardware.

Brig construction, No. 5389.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 23, 1918, for a brig 36 feet wide by 50 feet long, and of an average height of 20 feet, with concrete foundations and floors, brick exterior walls, metal lath and plaster interior walls, steel cell doors and fronts, and wood-frame roof covered with wood shingles, at the Naval Station, New Orleans, La. Refer to specifications No. 3331.

Plumbing fixtures, No. 5390.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 16, 1918, for furnishing and delivering at the penitentiary, Leavenworth, Kans., plumbing fixtures, valves, etc.

Building construction, No. 5391.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 9, 1918, for 308 camp buildings and 31 hospital buildings of wood-frame construction and two hospital buildings of masonry construction complete, with plumbing, sewer, water, and electric light and power systems within the building, to points five feet outside, including certain equipment, grading site, and moving existing buildings. Refer to specifications No. 3356.

Oil supply line, No. 5392.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 16, 1918, for a 6-inch fuel-oil supply line from the plant of the Standard Oil Co., Sewalls Point, Va., to the Merchandise and Gilbert Street Piers, Naval Operating Base, Hampton Roads, Va. Refer to specifications No. 3311.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attaches and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobiles.....	27386, 27388	Lamp burners.....	27391
Building material.....	27386	Leather.....	27388
Baby shoes.....	27384	Machinery.....	27383, 27385, 27386
Cement.....	27388	Needles.....	27388
Cotton goods.....	27387	Paints.....	27386
Carpets and rugs.....	27388	Planos.....	27388
Clothing.....	27388	Shoes.....	27388
Dyes.....	27386	Snap fasteners.....	27389
Enamel ware.....	27388	Watches.....	27390
Hardware.....	27386	Woolen yarn.....	27387
Iron and steel.....	27386		
Jewelry.....	27388		

27383.*—A Brazilian firm desires information concerning machinery for a lard and sausage factory. The company possesses a hydroelectric plant capable of producing abundant power and is desirous of obtaining machinery of the most modern type. References.

27384.*—A firm in New Zealand with a representative now in this country desires to purchase baby shoes and booties of good quality. Cash will be paid in New York. Reference.

27385.†—A Portuguese firm with a representative in New York wishes to be put in touch with manufacturers of coopeage machinery of the latest design for an erecting plant. Cash will be paid against documents in New York. Correspondence may be in English. Reference.

27386.*—An agency is desired by a firm in Brazil for building and construction materials, hardware, steel, iron, automobiles, dyes, paints, colors, machinery, etc.

27387.*—A dry goods and notion firm in France desires to secure an agency for cotton waste, cotton thread, cotton knitting yarn, cotton fabrics for garments and linings, knit goods of all kinds, and woolen yarn. Correspondence may be in English. Reference.

27388.†—A man in Chile desires an agency for machinery, hardware, agricultural machinery, bicycles, motorcycles, automobiles and accessories, construction material, cements, aluminum goods, typewriters, office supplies, paper, phonographs, pianos, carpets, rugs, linoleum, watchmakers' supplies, clothing, millinery, underwear, hosiery, yarns, jewelry, shoes, leather, food products, canned goods, enamel ware, chemicals, and drugs. Terms, cash in New York by commission house. Correspondence may be in English. Reference.

27389.*—A firm in France wishes to purchase snap fasteners, needles, thimbles, crochet hooks, brass and nickel-plated pins, cutlery, scissors, combs, and ivory nuts. Correspondence may be in English. Reference.

27390.*—A man in Uruguay desires to be placed in communication with manufacturers and exporters of watches, clocks, jewelry, novelties, gift objects, etc. Terms of payment, 90 days from arrival of goods, through bank in New York. Correspondence should be in Spanish or French. References.

27391.*—A man in Canada wishes to purchase Boston lamp burners. Quotations should be f. o. b. shipping point. Cash will be paid. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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1918

CONTENTS.

	Page.		Page.
Payment in kind of Mexican duties on paper-----	833	Output of Algerian flour mills-----	840
Increase in electrical enterprises in Japan-----	833	Power-farming equipment introduced into Madagascar-----	840
Egypt's purchases of glass-----	834	Alcoholic beverages and temperance in Uruguay-----	841
The Hongkong tin market-----	834	Food rations in Zurich, Switzerland-----	843
Paper binder twine in Denmark-----	834	Decrease of imports into New Zealand-----	843
Belfast exports to United States-----	835	Cotton prices in the United Kingdom-----	844
Scottish shipping combine-----	836	Commercial Congress at Montevideo-----	845
New French commercial and industrial firms-----	837	Tunisian imports of rice-----	846
South African Feather Commission submits report-----	838	Railway construction in Ecuador-----	847
		International reply coupons for China-----	847
		Foreign trade opportunities-----	848

PAYMENT IN KIND OF MEXICAN DUTIES ON PAPER.

[Telegram from Ambassador Fletcher, Mexico City, Aug. 24.]

A decree published to-day states that owing to the serious difficulties which the Government has experienced in securing news-print and other paper for the public services because of the restrictions of the United States Government on its exportation to Mexico, duties hereafter will be 30 per cent on news print and 20 per cent on other paper, payable in kind. Paper not needed by the Government will pay the existing rates.

[A recent increase in the rates of duty on paper was referred to in COMMERCE REPORTS for July 19, p. 252.]

INCREASE IN ELECTRICAL ENTERPRISES IN JAPAN.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 10.]

According to investigations made by the Japanese Department of Agriculture and Commerce, the electrical enterprises existing in Japan in the month of April, 1918, were as follows: Electric-power supply companies, 597 enterprises, with a capitalization of 362,107,209 yen (about \$181,000,000); electric railways, 42, with a capitalization of 43,749,969 yen (about \$22,000,000); and combined power and railway companies, 48, with a capitalization of 324,786,591 yen (about \$162,000,000). The total number of electrical enterprises is 687, with a capitalization of 730,643,869 yen (about \$365,000,000), which, compared with the same date of last year, shows an increase of 39 enterprises with a capitalization of 65,191,470 yen.

Electric generating power is as follows: Water power, 416,385 kilowatts completed and 317,131 kilowatts uncompleted; steam power, 118,968 kilowatts completed and 158,759 kilowatts uncompleted. The total is 1,011,183 kilowatts, which, compared with the same date last year, shows an increase of 156,330 kilowatts; that is, 73,184 kilowatts

for water power and 83,146 kilowatts for steam power. Furthermore, new enterprises whose establishments were officially chartered during the same month numbered 6, of 2,212 kilowatts, with a capitalization of 1,286,300 yen. Two enterprises of 58.5 kilowatts, with a capitalization of 112,500 yen, have just been officially chartered.

EGYPT'S PURCHASES OF GLASS.

[Consul Arthur Garrels, Alexandria.]

Prior to the war the larger proportion of the glassware and window glass in use in Egypt came from Belgium. The total imports during 1913 of glassware and window glass is given by Customs Statistics as 50,115 cases, valued at 39,709 Egyptian pounds, or \$198,545. No glass is manufactured locally. In the last few years Italy, France, and England have exported this commodity in about equal quantities to Egypt.

THE HONGKONG TIN MARKET.

[Consul A. E. Carleton, Hongkong, July 18.]

Business in tin for the first five months of the present year was very brisk. So far as Hongkong prices are concerned, 1918 may be considered as a record, and there is no special reason to believe that the present prices will change very materially for the remainder of the year. On January 1 the local stocks were about 1,500 tons, and the total quantity imported into the colony from Yunnan for six months is estimated at about 6,000 tons. America and Europe have taken about 6,500 tons, the greater portion being for the United States, and China coast ports and Japan about 850 tons.

The price per picul in the middle of May reached \$182 Mexican, and when the year began the price was about \$103 per picul. At the end of June the price in Hongkong stood at about \$134. The stock of tin in Hongkong was very low in June, and as a result very little business was done. The following declared exports of this consulate general show shipments to the United States for the six-month periods of 1916, 1917, and 1918:

Year.	Pounds.	Value.
1916.....	5,282,828	\$1,122,242
1917.....	9,112,931	3,035,986
1918.....	14,981,907	9,628,228

PAPER BINDER TWINE IN DENMARK.

[Consul B. L. Agerton, Copenhagen, July 29.]

The making of paper binder twine has been undertaken in Denmark only within the past few months. Four factories are now engaged in its manufacture. Their output will not be sufficient to take care of the harvest which is now just beginning, due in part to the limited capacity of the factories and to the fact that production was begun too late. The estimated minimum amount of binder twine

for an average harvest is 2,800 metric tons. No manila or sisal binder twine has been imported this season, and only a small quantity has been kept in stock from last year.

The paper binder twine is wound in balls exactly as is the sisal twine. It can be used in most but not all of the harvesting machines now in general use. The "knotter" or knot-tying device, on some of the harvesting machines does not take this twine, either breaking the twine in the process of tying or else not making a knot at all.

This paper twine is selling at 4.50 crowns per kilo, which is about 55 cents per pound. The retail price of sisal twine before the war was 0.85 crown per kilo, or about 10 cents per pound.

BELFAST EXPORTS TO UNITED STATES.

[Consul Hunter Sharp, Belfast, Aug. 8.]

According to the invoices certified at this consulate, the total value of exports, exclusive of returned American goods, from Belfast to the United States for the first six months of 1918 was \$9,817,252, a decrease of \$439,186 as compared with the corresponding period in 1917. Of the total of this trade, linen goods formed 85 per cent and cotton goods 12 per cent.

Shipments of Linen Goods.

The official demands for linen cloth for aeroplanes and equipment have largely increased; consequently there is no possibility of resuming production of most of the important lines for civilian purposes, such as white linens, cambrics, and linen damasks, until the Government requirements have been satisfied. The same remarks apply, with only slightly less force, to those cotton substitutes which have been so much in evidence since flax became scarce.

Notwithstanding the abnormally high prices ruling for flax and the restrictions which had to be met, linen goods, amounting to \$8,399,498, show an increase of \$246,275 over the figures for the corresponding six months of 1917.

Yarn (\$35,039) and thread (\$13,583) exhibit a falling off of \$343,891 and \$100,282, respectively; and flax (\$9,652) a decrease of \$61,779.

The exports of cotton goods, aggregating \$1,141,946, decreased \$62,758, the largest single item being table damask valued at \$297,285.

Whisky and Ginger Ale.

There were no exports of whisky for the first six months of this year, owing to the operation of section 15 of the act of August 10, prohibiting the importation into the United States of distilled spirits on and after September 9 last.

Ginger ale, amounting to \$5,046, showed a decrease of \$9,007. In this connection it may be pointed out that the Government restrictions on the exportation of aerated waters allowed shippers to send only 25 per cent of their normal orders in the case of sweetened drinks, and 33½ per cent in the case of unsweetened.

Shipments to the Philippine Islands totaled \$6,720, an increase of \$2,986; to Porto Rico \$6,697, a decrease of \$101, as compared with the first six months in 1917. The exports to these possessions were almost exclusively of linen goods.

Value of Principal Exports.

The following table shows the declared values of the principal exports from Belfast to the United States for the first six months of 1917 and 1918:

Articles.	1917	1918	Articles.	1917	1918
Cotton:			Flax, manufactures of—Con.		
Cloth—			Handkerchiefs—		
Bleached.....	\$243,831	\$153,908	Not hemmed or		
Mercerized.....	6,370	11,904	hemmed only.....	\$58,579	\$43,023
Printed.....	6,441	526	Hemstitched.....	429,308	444,684
Dyed.....	8,401		Embroidered.....	530,293	552,066
Damask.....	366,341	297,285	Woven flax articles, n. e. s. .	1,636,124	1,505,786
Embroderies.....	29,510	17,106	Thread from yarn finer than		
Handkerchiefs—			5 lea.....	113,865	13,563
Not hemmed.....	30,943	17,254	Yarns.....	378,030	35,039
Hemmed or hem-			Ginger ale in bottles.....	14,053	5,046
stitched.....	99,086	100,743	Grass seed.....	62,012	76,670
Embroidered.....	136,574	186,659	Manufactures of jute.....	973	22,734
Woven articles, n. e. s. .	240,646	272,149	Machinery.....	5,497	41,401
All other.....	35,961	24,412	Nursery stock.....	15,406	7,780
Felt.....	21,908	29,321	Paper stock.....	47,838	4,487
Flax:			Whisky.....	94,888	
Hackled.....	55,060		Wool, manufactures of.....	10,850	3,726
Noils.....	756		All other articles.....	123,280	26,300
Tow.....	15,615	9,652			
Flax, manufactures of:			Totals.....	10,256,433	9,817,232
Embroderies and laces.	51,511	27,416			
Fabrics—					
Plain woven.....	4,014,116	4,211,239			
Not plain woven.....	1,433,292	1,615,334			

SCOTTISH SHIPPING COMBINE.

[Consul H. Abert Johnson, Dundee, Scotland, Aug. 8.]

The following announcement regarding the amalgamation of certain Scottish and English steamship companies appeared in a leading Dundee newspaper:

It is understood that negotiations are at present in progress for the amalgamation of the Dundee, Perth & London Shipping Co. and the Aberdeen Steam Navigation Co. It is expected that a definite proposal will be put before their shareholders at an early date.

Both companies are long established and well-known shipping concerns on the east coast of Scotland. They date back well into the last century, and have largely helped in developing the coastwise trade of the districts within which they operate. The D. P. & L. Co. owns 5 vessels, besides a wharf and a fleet of barges in the Thames. The Steam Navigation Co. owns 3 vessels and has also a wharf on the Thames. The capital of the Dundee Co. is £280,000 (approximately \$1,400,000), and of the Aberdeen Co. £120,000 (\$600,000). The former has just paid 12½ per cent dividend, and the latter has paid 10 per cent free of tax for some years. Both are healthy trading concerns, and are pretty much on a par as regards their value to their shareholders.

Terms of Proposed Amalgamation.

In this connection a circular has been issued by the directors of the Dundee, Perth & London Shipping Co. to their shareholders with reference to the proposed amalgamation, the text of which is as follows:

The directors propose to enter into a provisional agreement (to be afterwards submitted for approval of the shareholders) by which the business of this company will be combined with that of the Aberdeen Steam Navigation Co. Our capital, as you are aware, consists of 280,000 shares of £1 [roughly, \$5] each, that is £280,000 [\$1,400,000]; and the capital of the Aberdeen Co. is 80,000 shares of 30s. [\$7.50] each, that is £120,000 [\$600,000]; a total of £400,000 [\$2,000,000]. The directors have carefully considered the relative values of the assets of both concerns, and are satisfied that an amalgamation on the

basis of the present nominal capital would be equitable. It is accordingly proposed that the undertaking of the Aberdeen Co. be transferred to our company in exchange for 120,000 shares of £1 each, fully paid, of our company. It is intended that the Dundee Co. shall be the purchasing company, and the directors consider this to be the simplest and least expensive way of carrying through the amalgamation.

It is proposed that the constitution of the Dundee Co. shall be changed as follows, so as to meet the altered circumstances: (1) That its name be changed to the Aberdeen, Dundee & London Shipping Co. (Ltd.); (2) That its articles be altered so as to provide that all the present members of the boards of both companies shall be directors of the combined concern, and that the directors in each place shall form a local board. An executive committee of management is to be formed with four directors from each local board.

The directors are confident that the proposed arrangements will be of substantial advantage. For the duration of the war and for some time afterwards the traffic of the company can only be conducted under difficulties, and it is thought that the cooperation which this amalgamation will insure will be of advantage not only to the shareholders, but to the public as well.

NEW FRENCH COMMERCIAL AND INDUSTRIAL FIRMS.

[Vice Consul Azel D. Beeler, Bordeaux, July 26.]

The *Exportateur Français* in a recent issue recorded the following mentioned industrial and commercial establishments as being organized or changed in southwestern France since June 1, 1918:

The *Société des Chantiers Navals Français*, with offices at 33 Rue de Mogador, Paris, an important French shipbuilding corporation, has lately purchased, at Bordeaux, some large plants devoted to mechanical and ship-repair work and boiler construction, which will be operated in connection with this company's shipping business. These plants are located at 8 Rue Armand-Dulamon, Bordeaux, and at Quai Ruffiac, Lormont, Gironde.

There has just been organized at Bordeaux a corporation, the *Forges et Fonderies d'Aquitaine*, with a capital of 6,000,000 francs (franc=\$0.193 at normal exchange), entirely paid in, which will do a general manufacturing business in iron and steel, copper, and alloys, particularly for railway and naval construction purposes. Offices will be at 2 Rue Lafayette, Bordeaux.

Many Companies Increase Their Capital.

The *Compagnie des Docks Frigorifiques de Bordeaux*, a stock company operating refrigerator-equipped docks at Bordeaux, which was originally capitalized at 400,000 francs, has just increased its capital to 1,200,000 francs, entirely paid in. Offices of the company are at 128 Avenue Thiers, Bordeaux-Bastide.

The *Société des Hauts-Fourneaux, Forges et Aciéries du Tarn* (blast furnaces, steel mills, and foundries of the Department of the Tarn), with offices at 23 Rue du Rocher, Paris, has increased its capital to 9,000,000 francs.

The *Ateliers et Chantiers Maritimes du Sud-Ouest* (anciens établissements Desbats), shipbuilding and repairing company of Bordeaux, with former capitalization of 1,325,000 francs, recently raised to 3,000,000 francs, has now increased its capital to 6,000,000 francs, entirely paid in. The offices of this company are at Rue Achard, Bordeaux, and at 1 Rue des Mathurins, Paris.

There has just been formed at Bordeaux a company with capital of 500,000 francs, having the name "*Les Carrossiers Landais*" (carriage works of the Department of the Landes) and with the purpose of manufacturing various types of vehicles, both horse drawn and motor driven. The offices of the company are at 4 Place Richelieu, Bordeaux.

"*Assurances de Bordeaux*" is the name of a new company recently constituted at Bordeaux, 7 Cours du Chapeau-Rouge, with capital of 2,000,000 francs. This company expects to do a general maritime-insurance business, as well as war-risk insurance and insurance on river, lake, and canal transports of the region.

The shipbuilding company of Bordeaux, the *Société des Chantiers et Ateliers de la Gironde*, with offices at 16 Boulevard Malesherbes, Paris, has increased its capitalization from 4,000,000 to 6,000,000 francs. This is the most important shipbuilding company in southwestern France.

The English bank, Cox & Co., recently opened a branch in Bordeaux at 4 Rue Esprit-des-Lois, having already seven others throughout France. This is the third English bank to open in Bordeaux since the war, the other two being Lloyds' and the London County & Westminster.

[Earlier lists, similar to the above, appeared in **COMMERCE REPORTS** for Mar. 2 and Apr. 2, 1918.]

SOUTH AFRICAN FEATHER COMMISSION SUBMITS REPORT.

[Consul General George H. Murphy, Cape Town, June 4.]

The commission appointed by the Parliament of the Union of South Africa in 1917 to inquire into the depressed condition of the ostrich industry and to suggest measures for dealing with it [see **COMMERCE REPORTS** for Aug. 27 and 31, 1917] has submitted its report to that body. Sitings were held at different points throughout the Union and numerous witnesses were heard. The report gives, in considerable detail, the commission's findings and recommendations based on this testimony.

Diversity of Opinion Among Witnesses.

A great diversity of opinion existed among the witnesses as to the causes of the depressed condition of the feather industry. The majority of them held, however, that the main causes are:

1. Change of fashion.
2. Overproduction, rendering the article cheap and common.
3. Support given to the antiplumage agitation.
4. The war.

The commissioners feel that the present trade channels should not be interfered with. On the other hand, the dealers think that sales through one central market, where buyers from all parts of the world could satisfy their demands, might prove satisfactory. This, the commission considers, is a question which should be dealt with by the trade.

Opinion of Producers.

Guided by the experience of the past, and particularly bearing in mind the severe slump experienced from 1886 to 1896, producers feel that the time has arrived when something should be done toward assuring the stability of the industry. There is no doubt that but for the war, and the consequent enhanced prices of agricultural produce and stock, the depression would have been felt more severely.

With the exception of the district of Oudtshoorn, the preponderance of evidence from producers was in favor of a scheme of taxation for building up some form of a reserve fund to meet future setbacks, and the establishment of a controlling board. The witnesses appearing before the commission at Oudtshoorn were practically unanimous that no remedial measures should be attempted. The idea conveyed was that any taxation now would be the thin end of the wedge and would ultimately lead to taxation for revenue purposes. As the farmers of Oudtshoorn prior to the war owned about 14.53 per cent of the total number of ostriches in the Cape Province and are at present owning about 17.25 per cent, considerable weight was naturally given to the opinion expressed by these witnesses.

Control Board Recommended.

The commission recommends the establishment of an elective board to consist of 15 members. Of these, six to be elected by a western area, six by an eastern area, and three to be nominated by the Government. Members to be elected and nominated for a period of three years and retire in rotation; five members, two from each area and one Government nominee, to retire at the end of each year, and to be eligible for reelection. The rotation, in the first instance, to be decided by the drawing of lots. Reasonable remuneration to be paid to members out of funds derived from taxation.

For the purpose of the election of members of the board, the Union to be divided into two areas, eastern and western, each area to be subdivided into six electoral circles. The boundary between the two areas to be the eastern boundary of the districts of Knysna, Uniondale, Prince Albert, Beaufort West, Victoria West, Britstown, Hopetown, Griqualand West, and Bechuanaland.

The following proposals are made as to the functions of the board:

1. The board to cause a voters' roll of bona fide ostrich farmers to be compiled annually.

2. The board to have limited taxing powers. Such tax to be levied in the form of an export duty, and to be based on the average value per pound of the previous year's export, but not to exceed 5 per cent of the value per pound, and in no case to exceed 4s. [\$0.97] per pound, with a minimum of 1s. [\$0.243] per pound. The easiest and most effective way of accumulating a fund is by means of an export tax. This method would entail very little additional expense, as it could be so arranged that feathers should only be shipped through certain ports of the Union.

3. The board to have power to frame regulations for (a) the collection and compilation of statistics relative to ostrich farming and the feather trade; (b) dealing with inferior birds and their utilization; (c) the method and times of meetings of the board; (d) the employment of the officers and servants of the board; (e) the framing of the voters' rolls; (f) the conduct of elections; (g) the system of accounts; (h) such other matters as affect the welfare of the industry.

4. The board to obtain information as to the markets abroad and their possibilities, and advise farmers from time to time in regard thereto.

5. The board to assist in the methodical advertising of the ostrich plume and the opening up of new markets and new uses for the plume as far as possible in conjunction with the trade.

6. The board to be empowered to participate in foreign and home exhibitions, and to use such funds as may be required for the purpose.

7. The board to invest its surplus funds in Union Government stocks only.

8. The board to have power to acquire and to hold landed property, to be vested in its members for the time being.

9. The board to have borrowing powers within certain limits to be fixed by the Government, the consent of the Government to be obtained before such borrowing.

10. The board shall not have power to ship or deal in feathers or in any way enter into competition with the trade.

Protection to Wild Birds—Incubators—Minority Reports.

With regard to the protection extended to wild ostriches, breeders favor the withdrawal of such protection, as at the present time it "serves no useful purpose. The wild ostrich, besides being destructive to veld and fences, is of so degenerate a type that nothing is to be gained in stamina or quality of feathers by cross breeding."

As to hatching by incubator, the commission found the consensus of opinion to be against this practice. There are, however, certain special circumstances under which the incubator is admitted to be a

necessity. In parts of the eastern Province, owing to frequent rains during the breeding season, nests are often damaged, and the only means the farmer has of saving the eggs is by transferring them to an incubator. In other cases one or the other of a pair of birds may refuse to sit. The commission recommends that only bona fide ostrich farmers on the official roll be licensed to use incubators, on payment of an annual license to be fixed by the board.

Two minority reports were also submitted; these did not indorse several of the recommendations of the majority report—among them, the fixing of a minimum price and the accumulation of a fund through an export tax to compensate farmers for killing off their birds. In one of the minority reports the suggestion was made that the Government engage an expert in the feather trade overseas, such expert to devote all his time to the requirements of the industry and to cable reports on market prospects and changes.

OUTPUT OF ALGERIAN FLOUR MILLS.

[Consul A. C. Frost, Algiers.]

Algeria possesses some 70 or 80 flour mills scattered throughout the three departments of Algiers, Constantine, and Oran. These mills have a total of 6,000 horsepower, employ between 1,200 and 1,300 workmen, and handle daily about 1,500 metric tons of hard and soft wheat, or approximately 400,000 metric tons per annum. There are also a large number of small primitive establishments in Algeria, which tend to disappear in competition with modern equipment.

POWER-FARMING EQUIPMENT INTRODUCED INTO MADAGASCAR.

[Consul James G. Carter, Tananarivo.]

Power-farming equipment, up to the present time, has not been used to any extent in Madagascar. In fact the first tractor to be introduced in the colony was imported about three months ago. This is an American machine, and is now being experimented with in connection with the planting of manioc. It is thought that tractors may be profitably worked in various sections of the low, flat lands near the east coast of Madagascar in connection with the planting of manioc, and on the southwest coast in connection with the growing of lima beans.

There are no dealers in Madagascar who make a specialty of handling this equipment, the demand for such material having been quite negligible throughout the island. Recently, however, there has been organized what is called the "Syndicat des Agriculteurs," for the purpose of encouraging the extension of intensive farming in Madagascar. This institution, it is understood, intends purchasing tractors and other classes of agricultural machinery for the use of its members. The Madagascar Government, which recently set aside 160,000 francs (\$30,880, at the usual rate of exchange), to be loaned to local agriculturists for the purpose of buying necessary machinery, has agreed to turn over 120,000 francs (\$23,160) to the Syndicat des Agriculteurs in connection with the latter's undertaking to introduce modern agricultural machinery into the island.

The president of the Syndicat des Agriculteurs, the chief of the Madagascar service of colonization, at Tananarivo, and the presi-

dents of the various Comices Agricoles at the following places, might be interested in literature and correspondence, in French if possible, concerning agricultural machinery and implements: Tananarivo, Tamatave, Majunga, Diego Suarez, Nossi-Be, Mananjara, Tullear, Vatomandry, Analalava, Fianarantsoa, and Ambositra.

ALCOHOLIC BEVERAGES AND TEMPERANCE IN URUGUAY.

[Consul William Dawson, Montevideo, June 27.]

There is a well-defined temperance movement in Uruguay, which has become particularly active since the foundation of the National Anti-Alcoholic League (Liga Nacional contra el Alcoholismo) at Montevideo in 1915. No figures are at hand to gauge the effect of the league's activities on the liquor trade of the Republic, the latest figures available being those for 1915. The extent of Uruguay's foreign trade in and its production of alcoholic beverages prior to that year is disclosed in the tables that follow, the data contained therein having been furnished to the Montevideo consulate by persons connected with the local temperance movement.

The war made itself felt in 1915 on Uruguay's imports of alcoholic beverages with the exception of "cana" (chiefly Cuban rum) and whisky, total receipts falling off by 50 per cent as compared with 1911, as the following table shows:

Imports.	1907	1909	1911	1915
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Common wine.....	1,060,979	3,148,082	2,881,676	1,102,417
Champagne.....	15,249	35,630	48,867	21,253
Rhine wine:				
Common.....	114	1,743	1,476	.....
Fine.....	46,826	94,320	83,848	57,001
Best.....	4,336	9,305	11,499	2,549
Sherry.....	1,700	2,039	7,406	4,555
Port wine.....	3,166	9,262	9,047	2,268
Other wines.....	.....	33	1,080	363
Vermuth.....	20,542	55,049	78,789	5,150
Absinthe.....	2,625	6,529	6,467	7,238
Anisette.....	1,288	1,470	3,010	204
Bitters.....	22,042	37,220	38,452	3,118
Cana.....	192,167	522,101	502,335	639,726
Cognac.....	17,817	40,433	57,601	24,751
Fernet.....	9,698	21,000	20,927	17,150
Gin.....	5,575	15,816	21,951	16,237
Grappa.....	353	325	1,010	621
Kirsch.....	6	235	124	38
Liquors.....	2,115	8,838	12,281	3,725
Rum.....	761	1,406	3,303	1,731
Whisky.....	5,896	15,761	20,931	22,510
Beer and ale.....	9,572	21,222	28,926	12,345
Ginger ale.....	151	1,642	1,721	.....
Total.....	2,050,938	4,049,460	3,932,727	1,945,018

The returns on which the foregoing table is based give the quantities in "bottles" and liters, and the conversion to gallons by the consulate is probably more or less approximate.

Distillation of Alcohol—Taxes.

Uruguay levies an internal-revenue tax on alcohol distilled within its borders. This tax was 13.2 centesimos per liter (\$0.52 per gallon) up to 1900, and from then on was 20 centesimos per liter (\$0.78 per gallon) until it was raised in October, 1914, to 35 centesimos (\$1.37 per gallon). The following table shows the quantities of alcohol

distilled in Uruguay during the fiscal years (ending June 30) from 1900 to 1915:

Fiscal year.	Gallons.	Fiscal year.	Gallons.	Fiscal year.	Gallons.
1899-1900.....	852,376	1905-6.....	534,262	1911-12.....	618,680
1900-1901.....	566,624	1906-7.....	696,346	1912-13.....	627,297
1901-2.....	695,752	1907-8.....	690,387	1913-14.....	354,850
1902-3.....	674,410	1908-9.....	603,129	1914-15.....	39,236
1903-4.....	555,374	1909-10.....	577,574		
1904-5.....	604,372	1910-11.....	558,486		

The heavy falling off in the distillation of alcohol during the last two periods shown is due, not to decreased consumption, but to the importation of large quantities of foreign alcohol, chiefly from Argentina, following the removal of the Uruguayan import duty in 1913. The distillation of alcohol has virtually ceased in Uruguay. Imported alcohol is, of course, subject to the internal revenue tax.

Domestic Production of Beer and Wine.

The domestic production of beer increased steadily and rapidly up to 1912-13 and then began to decline, the falling off coinciding with commercial depression in Uruguay. The output for the fiscal years 1900-1915 is shown below:

Fiscal year.	Gallons.	Fiscal year.	Gallons.	Fiscal year.	Gallons.
1899-1900.....	402,855	1905-6.....	800,240	1911-12.....	1,646,050
1900-1901.....	411,169	1906-7.....	819,554	1912-13.....	2,092,250
1901-2.....	456,056	1907-8.....	817,851	1913-14.....	1,802,784
1902-3.....	497,251	1908-9.....	1,040,160	1914-15.....	1,231,614
1903-4.....	465,903	1909-10.....	1,163,587		
1904-5.....	571,841	1910-11.....	1,380,487		

There is an internal revenue tax of 3 centesimos per liter (\$0.12 per gallon) on beer.

Uruguay also manufactures wines, the output in recent years having been: In 1910, 4,490,302 gallons; 1911, 3,884,257 gallons; 1912, 2,788,808 gallons; 1913, 5,132,971 gallons; 1914, 4,354,309 gallons.

Activities of Temperance League.

The National Anti-Alcoholic League, previously referred to, receives a substantial subvention from the Government. Its central office at Montevideo is associated with the Woman's Christian Temperance Union. In April, 1918, the first regional congress of the temperance movement was convened at Montevideo, and it is planned to call an international congress in the same city at some future date.

The league carries on an active propaganda and recently arranged with a number of the leading merchants of Montevideo for window displays showing the effects of the use of alcohol as a beverage. Largely due to the activities of the league a measure was recently adopted prohibiting the sale of distilled alcoholic beverages on Sundays.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

FOOD RATIONS IN ZURICH, SWITZERLAND.

[Vice Consul J. C. McNally, Zurich, July 29.]

The food rations in Zurich per person per month for the month of August have just been published as follows: Sugar, 500 grams (1.10 pounds); alimentary pastes, 200 grams (0.44 pound); rice, 400 grams (0.88 pound); fats and oils, 350 grams (0.77 pound); butter, 150 grams (0.33 pound); cheese, 250 grams (0.55 pound); flour, 350 grams (0.77 pound). The bread ration is fixed at 225 grams (0.50 pound) per day, with 100 grams (0.22 pound) additional for laborers.

As to milk, children under 15 and adults over 60 are allowed 1 liter (1.05 quarts) per day; all others, half a liter. While the milk ration remains the same, condensed and evaporated milk is also now rationed.

Potatoes for the year August 1, 1918, to July 31, 1919, are also provisionally rationed, the ration being fixed at 100 kilos (220.46 pounds) per person for the year, providing the quantity is obtainable.

DECREASE OF IMPORTS INTO NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 17.]

Official statistics show the imports of a large number of the more essential articles have very materially decreased during the past three years, as indicated by the following table giving the imports of the respective lines for the first five months of 1918, compared with the corresponding periods for 1916 and 1917:

Articles	January-May.		
	1916	1917	1918
Ale and stout.....gallons	105,583	52,591	26,633
Bars, bolts, and rods.....tons	6,845	3,653	1,960
Benzine, etc.....gallons	3,291,633	3,369,732	2,965,327
Candles.....pounds	554,001	208,780	431,682
Carbide of calcium.....tons	1,277	536	567
Cigarettes.....pounds	289,441	182,090	377,526
Corrugated sheet iron.....hundredweight	101,155	4,711	17,967
Fish, preserved.....pounds	1,150,480	1,525,832	1,837,280
Kerosene.....gallons	2,039,455	2,111,665	1,167,165
Leather.....pounds	341,008	387,707	229,671
Lined oil.....gallons	131,905	83,045	175,628
Matches.....gross	73,982	112,587	103,384
Motor vehicles.....number	2,473	2,052	1,410
Pianos.....do.	1,078	955	740
Pig and scrap iron.....tons	3,322	6,778	9,611
Pipes and fittings.....do.	5,459	2,647	2,013
Printing paper.....hundredweight	120,773	133,833	119,906
Rice.....do.	58,235	46,716	67,897
Tea.....pounds	3,296,369	3,570,478	4,376,221
Tobacco.....do.	1,076,019	965,573	895,947
Turpentine.....gallons	44,488	59,656	45,260
Whisky.....do.	295,872	294,473	406,601
Wire:			
Barbed.....tons	761	472	663
Fencing.....do.	3,550	1,123	1,162
Wire nails.....hundredweight	36,355	18,371	15,908

The value of the imports for the first five months of 1918 shows an increase of about \$400,000, which indicates that there was a very large increase in the value of the articles imported. At present there is a marked shortage in bars, bolts, rods, corrugated sheet iron, fencing wire, pipes and fittings, wire nails, carbide of calcium, benzine, etc., kerosene, leather, and print paper. The outlook is not promising from other than American markets.

COTTON PRICES IN THE UNITED KINGDOM.

[Consul General Robert P. Skinner, London, Aug. 13.]

The following is the full text of an order issued by the British (Government) Board of Trade, briefly explained in a telegram from the London consulate general dated August 10 [see **COMMERCE REPORTS** for Aug. 15, 1918]:

1. For the purpose of this Order there shall be appointed, by or under the authority of the Board of Trade, Official-Values Committees.

2. The Official-Values Committees shall fix and notify daily or at such other intervals as may be determined by the Board of Trade the official value of such classes of raw cotton as the Board of Trade may require them respectively so to do.

3. The spot prices ruling in the southern States of America in the case of American cotton, and in Alexandria in the case of Egyptian cotton, shall be taken as the basis of official value, and to this shall be added approximate cost of transportation, insurance, placing in warehouse in Liverpool or Manchester, and such profit and other charges, if any, as the Board of Trade may from time to time allow.

4. The official value for other growths of cotton shall be fixed either by reference to the cost in the country of origin with the additions aforesaid or, if the Board of Trade so direct, by reference to the official value of the nearest grade of cotton, either American or Egyptian, for which an official value has been fixed.

5. Where any person desires to buy or sell raw cotton of a grade and growth for which no official value is published on the Liverpool Cotton Exchange, he shall apply to the competent committee, which shall thereupon fix an official value for that grade and growth.

Maximum Price—Proceedings for Infringements of Order.

6. The maximum price at which raw cotton may be bought or sold shall not exceed by more than 5 per cent the official value last fixed for the cotton.

7. If any seller on application to the competent Official-Values Committee proves to its satisfaction that the cost to him of the cotton he proposes to sell, together with the charges mentioned in paragraph 3 of this Order, exceeds the maximum price hereby authorized, the committee may authorize such increase in price as it deems reasonable; but save as aforesaid no person shall buy or sell raw cotton at a price exceeding the maximum price as herein provided.

Returns of Purchases and Sales.

8. All persons who buy or sell raw cotton of any growth, either at spot prices or for forward delivery, shall make a return of every such purchase or sale under such conditions and at such time and in such form and giving such particulars as the Official-Values Committees may require. The Official-Values Committees may issue instructions, which shall be posted in the Liverpool Cotton Exchange and communicated to the Manchester Cotton Association, and of which notice may be given in any other manner that the said committee think fit as to the making of such returns and as to the preservation of samples upon which sales are made, and redraws; and may vary such instructions from time to time, and may call for further returns or information and require the production of such samples or redraws, either generally or in any particular case, and all persons shall obey such instructions. The Manchester Cotton Association shall post such instructions in the Manchester Royal Exchange.

9. No person shall pay for cotton imported or to be imported into the United Kingdom for his own use or consumption or for purposes other than for sale by him in the United Kingdom a price which, with the addition of the charges (including the sum allowed to a seller for profit) mentioned in paragraph 3 of this Order, would exceed the maximum price allowed to be charged for a sale of such cotton in the United Kingdom under this Order, provided that such person may apply under paragraph 7 hereof for leave to pay a higher price. A person so importing cotton other than for sale into the United Kingdom shall apply to the competent Official-Values Committee under paragraph 5 to fix its official value when an official value has not been published on the Liverpool Cotton Exchange, and shall make a return of any purchase made by him in accord-

ance with paragraph 8 hereof, and shall otherwise be subject to the provisions of and regulations under this Order as if the cotton were imported for sale.

10. The Official-Values Committees shall obey any instruction which the Board of Trade may give as to the fixing, notification, and return of official values, and as to any other duties which the board may require them to perform relating to the sales of raw cotton.

11. The Official-Values Committees may make their own rules of procedure for hearing any application or matter under paragraphs 5, 7, 8, and 13 of this Order, and may charge fees, to be approved by the Board of Trade, on any hearing other than a hearing under paragraph 13. The arbitration act, 1889, shall not apply to proceedings before, or hearings by, the committees. No person shall willfully make any false statement or representation or put forward any false document at the hearing of any such application or matter.

12. The provisions of this Order apply only to dealings in actual raw cotton and not to dealings which are commonly known on the Liverpool Cotton Exchange as dealings in futures.

13. Proceedings for infringements of this Order shall not be taken against any person (unless by the direction of the Attorney General) except by the direction of the Board of Trade upon a report from the competent Official-Values Committee. Before reporting any person to the Board of Trade the said committee shall hear such person, if he so desires. In any proceedings under this Order a certificate of the competent Official-Values Committee, under the hand of the chairman, as to the grade and growth of any particular cotton referred to in such proceedings, and as to the official value for such cotton, shall be conclusive as to the matters stated in such certificate.

The present Order, which revokes the Raw Cotton (Prices) Order, 1917, and the Raw Cotton (Return of Sales) Order, 1918, is known as the Raw Cotton (Prices and Returns) Order, 1918.

COMMERCIAL CONGRESS AT MONTEVIDEO.

[Consul William Dawson, Montevideo, Uruguay, July 11.]

The Uruguayan Government has issued under date of July 5, 1918, a decree with reference to the first American Congress of Commercial Education and Economic-Commercial Expansion (Primer Congreso Americano de Enseñanza Comercial y Expansión Económico-Comercial), to be held at Montevideo from January 29 to February 5, 1919. This revokes that part of the decree of April 26, 1918, which provided for the holding of the Congress from December 17 to 24, 1918.

The objects of the congress are stated to be (a) to study the manner in which commercial education is to be guided and developed in each country, with reference to the needs of each one and the common necessity of extending such knowledge from primary schools upward; and (b) to study the means of accomplishing in an adequate manner the economic-commercial expansion "of and between" the nations of the American continent in order to obtain an opportune and profitable union of moral and material interests between all.

Official Delegations; Committee on Organization.

The Uruguayan Government will invite the American nations to appoint the delegations which in each country are to study the subjects and prepare the papers included in the program of the congress for discussion.

The official delegations of each invited country will be represented in the congress by up to five members. In addition to the official delegations, the presidents, deans, and directors of institutions of commercial education may, if not already included in the delega-

tions, be members of the congress. Presidents or representatives of other institutions and other interested persons may also join the congress, if accepted by their respective official delegations, in which case due notice must be given the committee on organization.

The governing board of the Superior School of Commerce of Montevideo, acting as a committee on organization, is intrusted with the preparation and management of the congress, among its duties being to distribute circulars explaining the object; to invite the adhesion, through the respective delegations, of all higher institutions of commercial education, faculties of economic sciences, chambers of commerce, and of national industries, and to prepare and make known the program and subjects for discussion.

Señor Eduardo Vázquez (hijo), a member of the governing board of the School of Commerce, has been appointed secretary general of the congress and will have four secretaries and as many under-secretaries as may be necessary. Both the secretary's office and that of the committee on organization will be located in the School of Commerce (Escuela Superior de Comercio).

Officers—Presentation of Papers—Official Language of Congress.

The officers of the congress, consisting of a president, three vice presidents, and four editing secretaries (*secretarios redactores*), will be elected at the first meeting. In discussions and votes of the congress and its sections or commissions only the official delegations will have a vote, votes to be singular by delegation. The division into sections will be provided for in the first meeting. The members of the congress may speak only twice at each session, the first time not over 15 and the second time not over 10 minutes. The congress may increase the time allowed, although not to exceed 30 minutes in all.

Papers submitted to the congress must be in duplicate, the original to be in the hands of the committee on organization before December 20, 1918, and the duplicate copy to be presented by the delegation on arrival.

Any subjects not included in the program as proposed by the committee on organization, but presented by the delegations before November 15, 1918, will be recommended to the invited countries and included in the program. Other subjects presented and accepted may, if the congress so decides, be studied by the sections and discussed after the completion of the regular program.

Spanish will be the official language of the congress, although papers may be presented in the respective languages of the invited countries.

TUNISIAN IMPORTS OF RICE.

[Consul Edwin C. Kemp, Tunis, Tunis, July 22.]

Tunis imports about 1,000,000 kilos of rice annually, the greater part of which comes from France. Purchases of this commodity, since a few months ago, are being made by the Government rather than by private parties.

According to customs statistics published by the Tunisian Government, the quantity and value of the imports of rice into this country

for the last five years have been as follows (quantity given in kilos of 2.2 pounds and value in francs of 19.3 cents):

Source of imports.	Kilos.	Francs.
1913:		
France	282, 973	111, 837
Belgium	202, 394	74, 425
Italy	212, 603	98, 634
French colonies	78, 034	31, 341
1914:		
France	498, 014	183, 022
Belgium	70, 777	25, 165
Italy	379, 243	159, 292
Egypt	50, 060	17, 615
French colonies	80, 338	33, 737
1915:		
France	990, 928	233, 207
Egypt	28, 619	13, 629
Japan	31, 500	13, 435
French colonies	110, 126	40, 332
1916:		
France	723, 910	462, 350
Italy	119, 998	57, 556
Egypt	114, 646	58, 525
Japan	13, 020	7, 162
French colonies	25, 600	14, 645
1917:		
France	754, 765	739, 625
Italy	539, 414	502, 113

Rice is classified under No. 79 of the Tunisian import tariff, and pays a duty of 4 francs per 100 kilos gross weight (35 cents per 100 pounds at the mint rate), whether of French or foreign origin.

RAILWAY CONSTRUCTION IN ECUADOR.

The Koppel contract with the Ecuadorian Government for the construction of the Huigra-Cuenca Railway has expired and the Government is now free to proceed with the construction of the spur from Sibamba to Cuenca. The contract, which was made with the Koppel Co., a Berlin firm, called for a branch line of 150 kilometers to connect with the Guayaquil and Quito line at Sibamba. According to a recent issue of the Guayaquil El Telegrafo, the work done by the Koppel firm was inferior, and great satisfaction is felt that the matter is now out of their hands.

INTERNATIONAL REPLY COUPONS FOR CHINA.

The United States Post Office Department announces that the postal administration of China has arranged to participate in the exchange of international reply coupons. The new service went into operation on July 1, 1918.

In making this announcement the department states that the Chinese authorities are not willing to exchange reply coupons which do not bear the date-stamp of the issuing office.

Since the outbreak of the European war the artificial-dye industry has sprung up in different parts of Japan, until the the number of factories has now reached 80, with a manufacturing capacity of 7,700,000 kin (10,164,000 pounds).

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **district and cooperative offices**. Request for each opportunity should be on a separate sheet and state **opportunity number**. The **Bureau** does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attaches and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural implements.....	27392	Hardware	27393
Aluminum goods.....	27397	Hosiery	27392, 27395
Cardboard	27400	Leather goods	27394
Cotton goods.....	27398	Machinery	27396, 27400
Dyestuffs	27400	Meat products	27398
Electrical goods.....	27392, 27400	Office appliances	27397
Engineering supplies.....	27392	Photographic supplies	27401
Gloves	27395	Shoes	27394
Grain	27402	Wearing apparel.....	27392, 27395

27392.†—A firm in Brazil maintaining a branch office in New York City desires to purchase and also secure an agency for electrical and mechanical goods, rolling stock for electric tramways, engineering supplies, construction materials, agricultural implements, wearing apparel, and hosiery. Terms, cash by check on New York bank and, when obtainable, credit 120 days from date. References.

27393.*—A man in Australia wishes to be placed in communication with firms manufacturing latches and locks, particularly motor locks.

27394.*—An agency is desired by a firm in France for leather goods, particularly belts, and leather and rubber shoes. References.

27395.*—A man in Australia desires an agency on a commission basis only for wool, silk, and cotton hosiery, gloves, and underwear of first-class quality. References.

27396.*—A man in Canada desires to purchase sandpapering machines. Quotations should be made f. o. b. shipping point. Cash will be paid. References.

27397.*—An agency is desired by a firm in France for aluminum goods and office appliances. References.

27398.*—A firm in Algeria desires an agency for all qualities of cotton goods, bleached and with designs. Correspondence should be in French. References.

27399.*—A man in France desires to secure an agency for meat products, cotton oil, lard, and copra. Terms, 90 per cent cash upon arrival of merchandise and balance upon verification of weight. Correspondence may be in English. References.

27400.*—An agency is desired by a man in Italy for electrical appliances, files and saws, dyestuffs, machinery for textile industries, and cardboard of all kinds. Correspondence may be in English. References.

27401.*—A man in Spain desires to purchase photographic supplies. Cash will be paid at time of shipment. Correspondence should be in Spanish.

27402.*—A firm in the Netherlands desires to act as buying agents for the usual grades of wheat, rye, barley, oats, and corn. Terms, net cash against documents or confirmed credit. Correspondence may be in English. Reference.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Ibernia Bank Building.
 SAN FRANCISCO: 807 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

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No. 206 Washington, D. C., Tuesday, September 3 1918

CONTENTS.

	Page.		Page.
Fish from Newfoundland and Canada	849	Bradford shipments to the United States	857
British rules for exportation of foreign bank notes	849	Grinding wheels in demand in Italy	857
Exportation of dried prunes and peaches to Canada	849	July imports and exports by countries	858
Procedure governing exports to Norway	850	International competition for South Africa's trade	859
Japanese imports of door hinges	852	Progress in American shipbuilding	862
French Indo-China purchases fewer chemicals	852	Quartermaster Corps band plays for Department of Commerce	863
Holland planning for trade after the war	853	La Guaira consulate wants machinery catalogues	863
Cotton growing in British colonies	854	Holland plans "distribution courts"	864

FISH FROM NEWFOUNDLAND AND CANADA.

The War Trade Board announces that under a new ruling (W. T. B. R. 212) the privilege of importing fresh fish, including fresh shellfish, from Newfoundland and Canada under General License PBF 17, Rule No. 216, has been extended to include cured or preserved fish and shellfish when said fish are products of the fishing industries of Newfoundland and Canada.

BRITISH RULES FOR EXPORTATION OF FOREIGN BANK NOTES.

Information has been received by cable from Consul General Skinner, London, that a proclamation of August 27 prohibits the exportation of notes of the Bank of France to all destinations except in France and notes of the United States Government and United States bank notes to all destinations except in the United States.

EXPORTATION OF DRIED PRUNES AND PEACHES TO CANADA.

The War Trade Board, after consultation with the United States Food Administration and the Canada Food Board, announce, in a new ruling (W. T. B. R. 213), that applications for licenses to export dried peaches and prunes to Canada will now be considered when presented, as follows:

Every application for an export license must have attached thereto an Import Permit issued by the Canada Food Board, Ottawa, to the consignee for the importation of the quantity mentioned in the application for an export license.

Exporters, therefore, should obtain such Canadian Import Permits from their Canadian customers before making application to the United States War Trade Board for an export license.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

PROCEDURE GOVERNING EXPORTS TO NORWAY.

The War Trade Board announces in a new ruling (W. T. B. R. 211) the adoption of the following regulations governing the procedure with respect to the issuance of licenses for the exportation of commodities to Norway. Previous rulings with respect to such regulations (W. T. B. R. 103, May 10, 1918; W. T. B. R. 126, June 3, 1918) are withdrawn:

1. Applications for licenses to export commodities which are not controlled by a Norwegian import association will not be considered unless the prospective importer has given a guaranty certified by the Norwegian Finance Department and further certified by an American consul in Norway, who will furnish the importer an identification number. The ruling requiring this identification number to be accompanied by a code word has now been withdrawn, and this certificate will hereafter bear only an identification number. This identification number should be forwarded by the importer to the prospective exporter in the United States and specified on Supplemental Information Sheet X-106, which should be attached to the application for an export license.

2. Applications for licenses to export commodities which are controlled by a Norwegian import association will not be considered unless the prospective importer in Norway has secured a certificate covering the proposed shipment from the appropriate Norwegian import association. This certificate must be either issued or confirmed subsequently to May 10, 1918. The identification number of the certificate should be forwarded by the importer in Norway to the prospective exporter in the United States and specified on Supplemental Information Sheet X-106, which should be duly executed and annexed to the application for export license.

In filing an application for a license to ship commodities controlled by an import association, the shipment must be consigned to the association which has issued the certificate, and the exporter is required to state on the application the name of the person or firm in whose favor the import certificate was issued; for example:

Consignee: Oil and Colour Merchants' Association, Christiania, Norway.

Purchaser abroad: (Here state person or firm to whom certificate was issued.)
(Address of such person or firm.)

3. The War Trade Board is advised that the following import associations in Christiania will accept, on behalf of the Norwegian importer actually interested, consignments of the articles mentioned below:

The Oil & Color Merchants' Association:

Paraffin wax (including stearine, stearic acid, palmetic acid).

Turpentine (including vegetable and mineral turpentine and white spirit).

Varnishes (alcoholic and nonalcoholic siccatives and polishes; politur).

Linseed oil, raw.

Linseed oil, boiled.

Rapeseed oil.

Ceresine and carnauba wax.

Rosin.

All animal and vegetable oils and fats and fatty acids whatever (including Chinese wood oil).

Materials in small quantities in general use in the ordinary course of business of the members of the association, such as starch, chalk, tar composition, sulphate of iron ore, copper, borax, saltpeter (common), soda (calcined, caustic, and bicarbonate), bleaching powder, sulphuric acid, silicate of soda, etc.

The Norwegian Soap Makers' Association:

Oils (vegetable and fish).
Tallow and animal fats of all kinds.
Caustic soda.
Solway soda.
Rosin.

Norwegian Wholesale Grocers' Association:

Sugar.
Coffee.
Sirup.
Rice (all kinds except bran).
Tea.
Honey (including artificial honey).
Sago (and similar articles).
Starch (all kinds).
Starch gum.
Farina.
Potato meal and flour.
Dessicated coconut paste.
Dried fruits (all kinds).
Dried potatoes.
All other similar commodities.

Norwegian National Association of Grain and Flour Importers and/or Norwegian Millers' Association:

Grain.
Flour.
Meal of all kinds (including oat and excepting potato).
Beans.
Peas.
Lentils.
Maize (and other feeding stuffs, etc.).

Norwegian Chocolate Manufacturers' Association:

Cocoa.
Cocoa butter.

Norwegian Cotton Mills' Associations:

Cotton.
Cotton yarn.
Cotton waste.

Norwegian Margarine Manufacturers' Associations:

All materials used in the manufacture of margarine.

The Norwegian Paper Makers' Association:

Rosin.
Alum (including aluminous compounds of all sorts).
Cotton felts.
Woolen felts.
China clay.
Sulphur.
Hoop iron.
Baling wire.
Bleaching powder.
Leather machine belting.
Lead.
Soda, calcined (Solway soda).
Soda, caustic.
Soda, sulphate (salt cake).

Norwegian Wholesale Provision Merchants' Association:

Meat of all kinds.
Casings.
Compound lard.

Royal Norwegian Automobile Club:

Automobile tires and tubes.
Motorcycle tires and tubes.

Norwegian Cycle Tire Importers' Association:

Bicycle tires.

Lubricating Oil Merchants' Association:

Lubricating oils.
Lubricating greases.

Norwegian Tanners' Association:

Skins.

Hides.

Tanning materials.

Cork Manufacturers' Import Association:

Corkwood.

Cork stoppers.

Other manufactured articles consisting wholly or principally of cork, not including linoleum and similar materials.

Norwegian Drapers' Import Association:

All cotton goods excepting raw cotton, cotton yarns, and fishing nets.

All woolen goods excepting raw wool, woolen yarns, and paper-making felts.

All piece goods and other manufactures of jute, hemp, flax, and tow, not including yarns and ropes.

All silk goods.

Norwegian Woolen Mills' Association:

Raw wool.

Woolen yarns.

Norwegian Fruit Importers' Association:

Fresh fruit.

Norwegian Wine Importers' Association:

Wines.

JAPANESE IMPORTS OF DOOR HINGES.

[Consul Robert Frazer, jr., Kobe.]

The Japanese do not use hinges in the building of their homes, as their doors are all of the sliding variety. However, there are several hundred resident foreigners in this consular district (which includes the western half of the main island and the whole of the island of Shikoku), and there is a limited market among them for building hardware. The principal Japanese business firms are now building foreign-style offices also, and this has created a considerable market for such articles. The extent of this market may be ascertained from the following figures of the importation into Japan of hinges, hat hooks, and metal fittings for doors, windows, etc.: 1913, \$36,333; 1914, \$34,937; 1915, \$12,645; 1916, \$21,107; 1917, \$15,813.

At present about 95 per cent of these imports come from the United States, the remainder coming from Great Britain and other European countries. Before the war only about 50 per cent came from the United States, while 30 per cent came from Great Britain, 14 per cent from Germany, and 6 per cent from other countries. About 75 per cent of the total imports are entered in the custom-houses at Kobe and Osaka.

FRENCH INDO-CHINA PURCHASES FEWER CHEMICALS.

[Consul Horace Remillard, Saigon.]

In 1916 Saigon imported chemicals to the value of \$235,237 United States currency, of which \$178,139 worth came from France and \$42,404 worth from Hongkong. In 1917 this importation fell off to \$139,678, of which amount \$60,381 worth were shipped from Hongkong and \$47,607 worth from France. Goods coming from Hongkong into this colony included American products, as these are usually transshipped at this point and, for customs purposes, merchandise is not listed from the country of origin.

The principal heavy chemicals used are copper and iron sulphates employed in the rubber industry. Washing soda and washing chemicals have a fair market as well.

HOLLAND PLANNING FOR TRADE AFTER THE WAR.

[Commercial Attaché Paul L. Edwards, The Hague, July 12.]

On July 2 the Netherlands Minister of Foreign Affairs installed the Advisory Commission for the Foreign Economic Information Service (Commissie van Advies voor den Dienst der Economische Voorlichting in het Buitenland), the appropriation for which was approved many months ago.

This commission will act as an advisory body to the Minister of Foreign Affairs and will be specially charged with developing and getting the greatest benefits out of the Netherlands Foreign Service. This commission has the following four distinct plans in view: (1) Chief consular officers in foreign countries will be given facilities for traveling about their districts in order better to acquaint themselves with the consular personnel and general economic conditions; (2) consular officers will have to spend a certain period of apprenticeship in the Department of Agriculture of the Dutch East Indies; (3) a new kind of consul will be created, a so-called general consular officer, or consul general at large; (4) special experts or technical advisors will be attached to various legations or chief consular posts to assist in specific matters.

The appropriation for this service for the first year will be 100,000 florins (about \$41,000).

Personnel—Ministry of Agriculture Also to Study Economics.

The commission is composed of Ridder van Rappard, ex-Minister at Washington, president; Mr. J. T. Linthorst-Homan, chairman of the Netherlands Agricultural Commission; Mr. J. C. A. Everwijn, Chief of the Commercial Division of the Ministry of Agriculture, Industry, and Commerce; Mr. Th. van Voorthuysen, Chief of the Colonial Department; Mr. P. van Hoek, Director-General of Agriculture; Mr. G. S. de Clercq, secretary and treasurer of the Industrial Society; Mr. S. P. van Eeghen, president of the Amsterdam Chamber of Commerce; Mr. E. P. de Monchy, president of the Rotterdam Chamber of Commerce; Mr. C. J. K. van Aalst, president of the Netherlands Trading Society; Mr. A. G. Kroeller, of Messrs. Wm. Mueller & Co.; Mr. B. H. de Waal, of the Foreign Office; Jhr. A. M. Snouck-Hurgronje, chief of the Commercial Section of the Foreign Office, will act as secretary; and Dr. P. C. Witte, of the Foreign Office, will be assistant secretary. It is rumored that Mr. Snouck-Hurgronje will not be able to accept the position as secretary of the commission on account of his heavy duties as trade adviser.

The Minister of Agriculture, Industry, and Commerce has also installed the Commission for Economic Politics (Commissie voor de Economische Politiek), which will be charged with studying on behalf of the Ministry of Agriculture, Industry, and Finance the various economic problems that Holland will have to face after the war. This commission consists of the members of the Cabinet, together with representatives of trade organizations, and several special members, including the president of the Netherlands Bank and the presidents of the Rotterdam and Amsterdam Chamber of Commerce.

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps.

COTTON GROWING IN BRITISH COLONIES.

[Consul General Robert P. Skinner, London, Aug. 10.]

The British Cotton Growing Association has now transmitted its thirteenth annual report covering the year ended December 31, 1917, in which the increased consumption of cotton in the United States is referred to as an "alarming" circumstance. The association points out that whereas in 1895 the United States used approximately 30 per cent of its production of cotton, the consumption for the year 1916-17 had increased to 54 per cent of the whole crop.

Cotton in India and West Indies.

Reference was made in the association's report for last year to the proposition submitted on behalf of the Punjab Government for a lease of 7,500 acres in the Montgomery district of the Punjab Province. A commission was appointed by the Indian Government to inquire into the question of cotton growing in India, and Mr. F. Hodgkinson was appointed as the representative of the Cotton Spinners' and Manufacturers' Association. This commission is now carrying on investigations in India.

Owing to difficulties in obtaining a sufficient supply of long-stapled cotton for military requirements, the British Government found it necessary to acquire all sea-island cotton produced in the British West Indies. The Secretary of State for the colonies has therefore prohibited the exportation of this cotton with a view to its purchase by the colonial government on behalf of the Admiralty. All sea-island cotton offered is bought, ginned, baled, and delivered at the port of shipment, and the planters are accordingly relieved of all difficulties in the provision of tonnage.

The exports for the year ending September 30, 1917, amounted to only 892,867 pounds, as compared with 1,008,288 pounds in 1916 and 1,823,956 pounds in 1915. There were also exported from St. Vincent 19,656 pounds of Marie Galante seed cotton of an estimated value of £204 (\$993). The estimated production of St. Vincent was 160,168 pounds, but a considerable quantity remained unshipped.

From the Virgin Islands were shipped 1,170 pounds native and 460 pounds of stains, the estimated values of which were £88 and £34 (\$428 and \$165), respectively.

Owing to lack of transport shipping facilities from the West Indies, a large quantity of the 1916-17 crop still remained on hand up to September 30, 1917.

Production in Lagos.

It was estimated that the 1917 crop in Lagos would probably amount to 9,000 bales, but owing to unfavorable climatic conditions the actual production amounted to only 7,807 bales, as compared with 9,286 bales in 1916 and 6,161 bales in 1915.

The association reports that, owing to the valuable assistance given by officials of the Nigerian Government Railway and Messrs. Elder Dempster & Co. (Ltd.), all the 1916-17 cotton crop has been shipped to Liverpool, with the exception of a small quantity of cotton grown in the Meko district.

At a meeting held on December 18, 1917, it was decided to increase the price paid the natives to 2d. (\$0.041) per pound of seed cotton

at all stations on the railway from Iddo to Jebba. This compares with a previous buying price of 13d. (\$0.028) per pound. The increase has been made possible by the rise in the price of American cotton during the year. The bonus of 1d. (\$0.005) per pound, which the association agreed to pay for all cotton grown from Georgia seed under the supervision of the Department of Agriculture, will be continued.

No developments were undertaken during the year in central Nigeria, although the prospects of growing cotton in the districts adjoining the new railway from Port Harcourt to the River Niger are not being overlooked.

Long-Stapled Cotton Raised in Northern Nigeria.

The quantity of Allen's Improved Long Staple Cotton grown by the natives under supervision during the past few years is as follows: In 1913-14, nil; 1914-15, 12 bales; 1915-16, 110 bales; and 1916-17, 461 bales.

This is the type of cotton introduced into northern Nigeria by the Government Agricultural Department, and there can be no doubt that the cultivation of it will continue to increase still more rapidly, as 138 tons of the seed were distributed in districts bordering on the Bauchi Railway, and the 1917-18 crop will exceed 800 bales. The cotton commands a much higher price and gives a heavier yield than the native types, and the association is convinced that when once this class of cotton has been thoroughly established in northern Nigeria the future of the cotton industry is assured. For the 1917-18 crop of this variety it has been decided to guarantee a buying price of 2½d. (\$0.046) per pound of seed cotton on the railway and 2d. (\$0.041) at outstations. Regulations have been made preventing mixture of the long-stapled variety with the ordinary native types.

Cotton Industry of Uganda and Nyasaland.

The association continues to keep in touch with the cotton industry in Uganda, although not going to any considerable capital outlay. The executive committee decided in November last that Mr. O. H. Harris, the chief engineer, should visit Uganda, to make a thorough inspection of the association's ginneries.

Owing to the difficulties experienced in obtaining adequate shipping facilities and to the consequent congestion at the port, a number of serious fires have occurred at Mombasa by which cotton valued at about £150,000 (\$729,975) has been destroyed. As a result of the heavy losses it has been very difficult to arrange new insurance policies, but these difficulties have now been overcome, although the rates of premium have naturally been considerably increased.

As mentioned in the last annual report of the association, the 1916-17 crop was affected by adverse climatic conditions and totaled only about 24,000 bales, of which the association bought half. It had been estimated that the crop would be 40,000 bales. Had the crop come up to expectations, the congestion caused by the lack of tonnage would have been a very serious matter.

The 1917 cotton crop grown by the natives of Nyasaland amounted to 1,070 tons of seed cotton (nearly 2,000 bales), as against 944 tons (1,672 bales) in 1916. This is the second largest crop yet produced by the natives and is a splendid result when taking into consideration

the great demand for native labor in connection with the military operations in German East Africa. There was some very keen competition for the crop, and as a result of high prices for American cotton in Liverpool the natives had no difficulty in selling their cotton. Although the difficulties of transport during the year have again been enormous, European planters have benefited by the high prices which have ruled in Liverpool.

For the 1918 crop it is required that 25 per cent of all European cultivation be planted with foodstuffs, and the European area under cotton will be less; but with practically all last year's crop still in Nyasaland and the difficulties of shipping, perhaps it is as well that the acreage should not be extended. In any case, the question of food supplies must take precedence.

Rhodesia and South Africa.

There are no developments to report in Rhodesia during the year, but the association continues to work in cooperation with the North Charterland Exploration Co. (Ltd.).

The cotton grown in the Rustenburg district of the Transvaal has again been marketed through the association; the quality has been fairly satisfactory, but the cotton would command a higher price if the staple could be improved.

An increased interest is being taken in the development of cotton cultivation in different parts of the Union, and although no considerable quantity has yet been produced, steady progress has been made, as will be seen from the following figures showing the annual yield in recent years:

Years.	Seed cotton.	Lint.	Years.	Seed cotton.	Lint.
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
1910-11.....	41,000	13,623	1914-15.....	523,403	157,034
1911-12.....	60,000	18,000	1915-16.....	444,666	133,400
1912-13.....	(a)	(a)	1916-17.....	700,000	233,000
1913-14.....	450,000	138,000			

* Figures not available.

As regards possibilities for expansion, so far as soil and climatic conditions are concerned, there are stated to be about 100,000 acres in the Rustenburg, Waterberg, and Zoutpansberg districts alone suited to cotton culture. There are also large tracts of land in the Middelburg and Barberton districts of the Transvaal, and a considerable area of Natal and Cape Colony, on which cotton should do well.

Record Crop in the Sudan.

The 1916-17 crop produced in the Tokar district was a record one and amounted to about 17,500 bales of 400 pounds each, of which more than 3,000 bales were marketed through the association. The quality of the crop was exceptionally good, and the cotton commanded a ready sale in Liverpool.

On the experimental stations at Tayiba and Barakat the yield of cotton was 3.47 and 3.20 cantars (cantar=99.05 pounds), respectively.

With regard to the development of the Gezira Plain in the Sudan, financial arrangements have been made which will insure the continuation of the work during the war. This has given great satisfaction

to the association, as the question of the irrigation of the Gezira Plain is of the greatest importance to the cotton trade of this country.

Various difficulties have prevented the undertaking of new developments in the year 1917, but the association has been successful in carrying on the work of former years. The members have good reason to be satisfied with the present position and with the bright prospects of the future. The balance sheet, with its surplus maintained at about last year's level, is evidence of the large business which has developed in the few years of the association's existence. In comparison with Lancashire's requirements, it is true the British cotton production is small, but it is not negligible; and one must not lose sight of the fact that a very firm foundation has been laid for the benefit of Lancashire and the Empire.

BRADFORD SHIPMENTS TO THE UNITED STATES.

[Consul Augustus E. Ingram, Bradford, England, Aug. 8.]

The declared exports to the United States from the Bradford consular district during the month of July, 1918, amounted to \$625,876, as compared with \$1,234,933 in July, 1917. This total for July, 1918, includes the exports to the United States from the former Huddersfield consular district since July 13, 1918, on which date the American consulate at Huddersfield was closed and the business of that office assumed by the American consulate at Bradford. During the whole month of July, 1918, the shipments from the former Huddersfield district amounted to \$79,251 (as compared with \$165,832 in July, 1917), and were composed chiefly of woolens and worsteds, card clothing for textile machinery, and aniline dyes.

The decline of 50 per cent in the shipments from the Bradford district is explained partly by the entire absence of wool noils and wastes (which item amounted to \$185,277 in July, 1917), and partly by the fall of the item of mohair cloths from \$101,058 to \$43,641; but the principal slump occurred in cotton cloths (chiefly linings), which item amounted to \$197,378, a decrease of \$104,676 from the corresponding month of last year. For some months past there has been a steady shrinkage in the volume of exports of cotton cloths which is, no doubt, attributable to the high prices prevailing and the difficulty of getting deliveries, to say nothing of the various restrictions on shipping.

GRINDING WHEELS IN DEMAND IN ITALY.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 19.]

Before the war Germany was Italy's chief source of supply for grinding wheels, the annual amount imported being about 6,000,000 lire (about \$1,200,000). With the cutting off of this trade, a start was made in Italy to manufacture locally and considerable progress has been made, although the two leading manufacturers of these products can not satisfy the demands made upon them. In spite of high prices, the United States has obtained a footing in this market and Switzerland also is now selling in Italy, although it is stated that the Swiss product is inferior in quality. Moreover, a large Christiania firm is represented in Milan. Between 85 and 90 per cent of the grinding wheels imported were of emery, the remainder being made of corundum or artificial abrasive material.

JULY IMPORTS AND EXPORTS BY COUNTRIES.

The total values of merchandise imported from and exported to each of the principal countries during July, 1918, and the seven months ended with July, 1918, compared with the corresponding periods of the preceding year, are as follows:

Countries.	Month of July—		7 months ended July—	
	1918	1917	1918	1917
IMPORTS FROM—				
Grand divisions:				
Europe.....	\$21,785,241	\$41,793,223	\$203,942,045	\$363,516,130
North America.....	78,251,050	74,751,239	575,855,383	525,874,380
South America.....	45,734,338	44,193,091	354,103,511	384,118,909
Asia.....	75,423,883	52,774,713	500,774,030	410,168,982
Oceania.....	13,094,837	6,571,105	96,573,776	45,095,533
Africa.....	7,173,285	3,842,981	56,177,226	49,998,904
Total.....	241,462,637	225,926,352	1,787,466,571	1,778,742,838
Principal countries:				
Austria-Hungary.....		55,035	190	52,361
Belgium.....		41,760	7,979	140,983
France.....	3,471,640	5,167,276	37,945,760	62,642,971
Germany.....	112		15,024	152,590
Italy.....	1,800,724	2,495,062	15,655,448	22,816,244
Netherlands.....	517,356	3,059,859	5,660,322	14,580,686
Norway.....	28,946	311,841	889,120	4,247,228
Russia in Europe.....	23,101	482,998	5,298,810	2,962,060
Spain.....	1,373,439	3,630,765	9,773,139	23,746,130
Sweden.....	397,580	2,684,365	4,004,514	13,327,817
Switzerland.....	958,873	2,242,878	9,041,242	11,294,926
United Kingdom.....	11,732,360	21,523,833	96,888,785	196,677,969
Canada.....	37,253,927	36,517,340	238,724,871	217,408,566
Mexico.....	8,716,186	10,243,387	80,971,999	72,209,323
Cuba.....	24,165,874	21,819,364	200,506,577	182,642,047
Argentina.....	13,683,349	15,876,130	134,582,124	119,402,215
Brazil.....	7,529,015	9,757,010	62,858,591	96,844,563
Chile.....	14,384,085	8,220,288	87,304,707	82,667,125
China.....	9,195,462	8,643,723	68,841,451	76,753,751
British East Indies.....	29,084,892	18,310,401	190,230,574	142,479,848
Japan.....	21,364,080	15,145,245	161,236,455	123,791,289
Australia and New Zealand.....	9,577,416	1,731,032	50,200,612	13,048,168
Philippine Islands.....	2,833,105	6,738,158	41,685,368	29,878,651
Egypt.....	4,875,832	147,782	23,053,249	24,769,685
Grand divisions:				
Europe.....	320,154,266	242,561,042	2,208,433,598	2,461,193,779
North America.....	100,087,623	78,045,680	724,551,468	728,822,777
South America.....	33,120,120	26,781,209	171,600,464	162,603,863
Asia.....	96,009,547	17,246,455	265,514,763	228,623,291
Oceania.....	13,978,546	4,334,098	87,454,097	56,560,064
Africa.....	2,707,329	3,725,540	27,539,168	24,982,593
Total.....	508,048,440	372,758,414	3,482,922,558	3,680,786,259
Principal countries:				
Belgium.....	26,318,910		77,483,500	16,660,838
Denmark.....	2,287	1,533,169	171,326	29,461,496
France.....	72,012,136	61,195,264	555,201,057	601,572,162
Germany.....				3,275
Greece.....	1,493,191	890	2,291,399	6,861,376
Italy.....	38,259,789	20,443,871	274,518,948	197,848,742
Netherlands.....	1,914,783	5,422,565	2,822,119	52,682,450
Norway.....	4,590,779	7,239,315	13,752,451	54,032,302
Russia in Europe.....	71,335	13,011,656	3,652,446	215,137,441
Spain.....	4,049,285	6,008,522	23,360,319	49,830,348
Sweden.....	308,545	1,435,080	1,654,689	19,126,597
United Kingdom.....	190,518,241	120,705,140	1,210,094,943	1,183,802,459
Canada.....	69,031,081	53,051,503	469,193,650	503,582,021
Central America.....	3,754,456	2,915,886	24,005,463	30,614,754
Mexico.....	7,147,457	5,968,178	52,780,402	55,648,445
Cuba.....	15,138,962	11,879,893	137,849,475	95,279,974
Argentina.....	14,973,421	11,776,214	58,097,205	52,625,743
Brazil.....	5,820,578	5,259,848	36,431,065	35,761,211
Chile.....	4,079,722	3,791,655	34,129,574	27,861,087
China.....	5,403,930	2,005,014	28,822,787	22,237,307
British East Indies.....	2,658,731	3,100,054	31,197,741	22,173,855
Japan.....	21,116,548	7,009,576	173,242,225	77,834,345
Russia in Asia.....	111,434	2,569,471	484,178	77,475,113
Australia and New Zealand.....	11,854,846	2,750,925	55,922,740	38,154,091
Philippine Islands.....	3,989,828	1,047,509	29,974,188	17,346,933
British Africa.....	1,969,704	2,936,145	22,229,678	17,892,823

INTERNATIONAL COMPETITION FOR SOUTH AFRICA'S TRADE.

[The British and South African Export Gazette, London, August.]

How stands British trade with South Africa at the present time as compared with the position before the war? Is the United Kingdom maintaining the lead it formerly held in international business relations with the Union and Rhodesia? With German competition eliminated, is the British share in the trade proportionately greater? There are two main channels through which answers to such questions can be sought: (1) The opinions of merchants in regard to tendencies and (2) the official returns. Each is valuable so far as it goes, but each also has its limitations. Mercantile opinion is based on first-hand knowledge, a factor that can not be appreciated too highly, but it is necessarily circumscribed in purview, as no individual merchant is able to speak with authority on anything beyond what comes under his direct notice. On the other hand, official returns, while sufficiently comprehensive in scope, are based primarily upon values, which fluctuate in sympathy with any event that presses upon the economic situation, and are apt, therefore, to be sometimes misleading in regard to actual tendencies. We have on numerous occasions recently set forth merchants' views on the Anglo-South African commercial situation, and in the present article we propose to deal with the subject in the light of the official returns, premising that allowance must be made for the price fluctuations referred to and for certain complications and trade hindrances that have been brought about through the war.

When British Goods Preponderated.

In 1903, at the height of South Africa's trade boom, when the imports of that country amounted to as much as £52,562,312 (\$255,794,491), Great Britain's share was no less than £32,311,366 (\$157,243,262), or 61.5 per cent of the total, while that of other parts of the British Dominions stood at £4,833,083 (\$23,520,199), or 9.2 per cent, making together 70.7 per cent for the whole of the Empire. In that same year South Africa's purchases from the United States were valued at £6,689,383 (\$32,553,882), or 12.7 per cent of the total, but it is to be clearly borne in mind that at least half of the American supplies represented grain, timber, petroleum, and other produce not competing with British manufactured goods. Actually, therefore, the American competition did not exceed 6 per cent. Nor was Germany in 1903 a very serious competitor, although the competition of its manufacturers was real in almost every line. From Germany South Africa purchased goods to the value of £2,413,379 (\$11,744,709), or 4.6 per cent of the total imports. The only other competitors worth noting were Belgium, France and the Netherlands, but their combined total represented only 2.5 per cent, the remainder of South African imports comprising produce from the South American Republics and elsewhere, timber from Norway and Sweden, and exceedingly small amounts of manufactured goods and raw materials and foodstuffs from a number of countries.

How Continental Share Increased at British Expense Before the War.

On the whole, therefore, British manufacturers had every reason to be extremely satisfied with the position in 1903. But while the total import trade of South Africa steadily fell to £25,920,278 (\$126,141,033) in 1907, or less than half of what it had been in 1903, and

then as steadily rose to £40,353,889 (\$196,382,201) in 1913, the last complete year before the war, the British share dropped, with some fluctuations, to £22,141,489 (\$107,751,557), or 54.8 per cent in 1913, a year in which the contribution of the United States, after similarly fluctuating between 9.7 and 7.8 per cent, stood at £3,776,307 (\$18,377,398), or 9.3 per cent, a large proportion of this trade still being in noncompetitive lines: Germany's share, after steadily rising from 4.6 per cent in 1903 to 10.3 per cent in 1910, which was at its zenith, dropped again in 1913 to 8.7 per cent—a proportion, however, nearly double that of 1903. The position, therefore, in 1913, was as follows: United Kingdom, 54.8 per cent; the rest of the British Empire, 11.6 per cent; United States, 9.3 per cent; Germany, 8.7 per cent; and Belgium, France, and the Netherlands, 4.6 per cent, the last being almost double the percentage of 1903. In other words, while Continental countries increased their trade with South Africa between 1903 and 1913 by 6.2 per cent, the United Kingdom's share declined by 6.7 per cent. Curiously, too, while the United States, with its large proportion of foodstuffs, lost trade to the extent of 3.4 per cent, the British Empire's share, excluding the United Kingdom, rose by 2.4 per cent.

Changes in Proportion of Imports from Principal Countries, 1903-1917.

The following table shows the amount and percentage of imports into South Africa from the United Kingdom, the United States, and Germany in 1903, 1910, 1913, and 1917:

Years.	From United Kingdom.		From United States.		From Germany.	
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
1903.....	£32,311,666	61.5	£6,689,383	12.7	£2,413,379	4.6
1910.....	20,728,373	59.0	2,740,333	7.8	3,619,029	10.3
1913.....	22,141,489	54.8	3,776,307	9.3	3,510,788	8.7
1917.....	18,814,426	51.3	6,452,553	17.5	6,583	.....

The following table shows the average annual imports into South Africa in 1903-5, 1906-8, 1909-11, 1912-14, 1915-17, together with the average annual amount and percentage received in each triennium from the United Kingdom, the rest of the British Empire, Germany, France, the Netherlands, and Belgium:

Average annual imports.	1903-1905	1906-1908	1909-1911	1912-1914	1915-1917
Total.....	£40,189,380	£27,073,132	£32,897,498	£36,903,298	£35,807,542
From United Kingdom:					
Amount.....	24,473,893	15,154,062	22,597,975	20,878,187	19,947,391
Per cent.....	60.8	55.9	59.4	56.5	55.7
From rest of British Empire:					
Amount.....	4,588,383	3,676,061	3,550,171	4,080,694	4,124,003
Per cent.....	11.4	13.5	10.8	11.0	11.5
From United States:					
Amount.....	4,372,066	2,243,695	2,613,144	3,399,776	5,741,662
Per cent.....	10.8	8.3	7.9	9.2	16.0
From Germany:					
Amount.....	1,984,172	2,131,236	3,190,914	3,039,193	55,725
Per cent.....	4.9	7.8	9.5	8.2	0.1
From France:					
Amount.....	281,445	455,183	539,642	581,201	487,192
Per cent.....	0.7	1.6	1.5	1.5	1.3
From the Netherlands:					
Amount.....	327,209	357,129	530,831	727,849	473,906
Per cent.....	0.8	1.3	1.5	1.9	1.3
From Belgium:					
Amount.....	575,975	315,241	633,463	630,187	23,964
Per cent.....	1.4	1.1	1.9	1.7	0.06

International Competition During the War.

The foregoing figures show the position in the year before the outbreak of the war. African imports declined, in value at least, by only a little more than £1,000,000 annually during the three complete years of war ending in December last, when compared with the annual imports of the previous triennium. The elimination of German goods from the market would more than have accounted for this; it might have been expected, therefore, that even with the hindrances to industry and shipping that have supervened, the British percentage would at least be maintained. In 1917, however, it dropped to the lowest on record, 51.3 per cent, whereas that of the United States—which, be it remembered, was suffering from similar war disabilities during the greater part of the same year—registered the highest on record, 17.5 per cent. It is to be noted, too, that the American contribution is no longer composed so largely of goods noncompetitive with those of the United Kingdom, because South Africa now supplies itself with most of the foodstuffs it needs. Consequently, American participation is now mainly competitive, the prominent lines being agricultural machinery and implements, motor cars, cotton goods, twine, tires, typewriting machines, nails, pipes and fittings, steel rails, galvanized sheets, other iron and steel goods, wire, boots and shoes, and condensed milk.

Recent American Gains and British Losses—Japanese Competition.

The following table shows some of the competitive lines (selected at random) in which the British share decreased between 1913 and 1917, while that of the United States increased in the same period:

Articles.	Share of United Kingdom.			Share of United States.		
	1913.	1917.	Gain (+) or loss (-).	1913.	1917.	Gain (+) or loss (-).
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Agricultural implements.....	40	1	-39	33	67	+34
Agricultural machinery.....	39	23	-16	47	59	+12
Fencing wire.....	25	3	-22	16	84	+38
Pumps.....	59	44	-15	26	47	+21
Nails and screws.....	61	21	-40	10	33	+23
Pipes and fittings.....	63	50	-13	8	37	+29
Galvanized and corrugated sheets.....	97	7	-90	2	90	+88
Galvanized sheets (not corru- gated).....	99	8	-91	9	90	+81
Motor cars.....	40	1	-39	33	67	+34
Motorcycles.....	90	46	-44	3	54	+51
Boots and shoes.....	93	71	-22	3	24	+21
Brushware.....	71	08	-3	3	5.5	+2.5
Soap.....	90	70	-20	10	22	+12
Clocks and watches.....	40	28	-12	14	20	+6
Hosiery.....	80	76	-4	2	7	+5

How American participation in the import trade of South Africa has progressed during the war may be thus stated: 1914, £3,108,246, or 9.5 per cent of the total imports; 1915, £4,532,053, or 14.9 per cent: 1916, £6,240,381, or 15.4 per cent; and 1917, £6,452,553, or 17.5 per cent, or within 0.6 per cent of the combined share of the United States and Germany in 1910.

Other competitors, notably Japan, are coming rapidly to the forefront. The contribution of Japan to South Africa's imports last year

amounted to £745,956, or over 2 per cent of the total, against only 1.3 per cent in 1916—a matter of small things, it is true, but a distinct gain, nevertheless. Japan's percentage share is now almost equal to that of Belgium, France, and the Netherlands combined in 1903.

PROGRESS IN AMERICAN SHIPBUILDING.

During August merchant ships built in the United States and officially numbered, including also those built for foreign owners, aggregated 295,849 gross tons. The corresponding monthly output since July, 1916, was as follows:

Months.	Seagoing.						Nonseagoing.		Grand total.	
	Steel.		Wood.		Total.		Number.	Gross tons.	Number.	Gross tons.
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.				
1916										
July.....	4	9,826	3	1,784	7	11,610	114	19,121	121	30,731
August.....	5	22,479	5	3,168	10	25,647	114	27,121	124	52,768
September.....	5	25,552	5	2,632	10	28,184	84	10,239	94	38,423
October.....	15	37,770	7	14,238	22	52,008	95	18,224	117	70,232
November.....	20	66,429	3	2,644	23	69,073	86	21,563	109	90,636
December.....	4	18,385	2	1,296	6	19,681	81	18,205	87	37,886
Total.....	53	180,441	25	25,762	78	206,203	574	114,473	652	320,676
1917.										
January.....	10	52,082	6	6,672	16	58,754	83	14,841	99	73,595
February.....	4	18,779	5	6,777	9	25,556	63	11,448	72	37,004
March.....	6	38,553	5	5,418	11	44,001	126	15,110	137	59,111
April.....	8	44,653	11	22,570	19	67,223	148	11,822	167	79,045
May.....	11	36,086	19	34,004	30	69,090	162	22,137	192	91,227
June.....	22	97,908	9	31,216	31	129,124	196	22,877	227	152,001
Total.....	61	288,061	55	105,687	116	398,748	778	98,235	894	491,983
July.....	14	51,891	7	11,113	21	69,004	184	20,148	205	89,152
August.....	9	46,716	14	12,155	23	58,871	152	27,171	175	86,042
September.....	9	35,073	12	12,513	21	47,586	80	28,999	101	76,585
October.....	13	44,420	22	37,879	35	80,299	87	10,396	122	90,685
November.....	19	50,660	11	10,872	30	61,532	87	15,736	117	77,268
December.....	17	85,917	16	20,611	33	106,528	52	16,033	85	122,581
Total.....	81	317,677	82	106,143	163	423,820	642	118,403	806	542,313
Total, 1917.....	142	605,738	137	211,830	279	817,568	1,420	216,728	1,699	1,034,296
1918.										
January.....	12	53,748	6	6,468	18	60,216	39	4,579	57	64,795
February.....	17	94,242	14	17,874	31	112,116	53	5,485	84	117,601
March.....	29	115,040	12	20,776	41	135,816	97	11,329	138	147,145
April.....	31	139,637	15	21,017	46	151,654	119	11,396	165	163,050
May.....	40	157,598	13	16,453	53	174,051	132	20,413	185	194,464
June.....	42	163,034	16	20,985	58	190,019	130	11,406	118	201,425
Total.....	171	714,209	76	109,573	247	823,872	570	64,608	817	888,480
July.....	37	146,981	38	72,727	75	219,708	118	610,223	193	229,931
August.....	49	191,102	39	91,997	88	283,099	89	12,750	177	295,849

• Includes 1 cement vessel of 3,427 gross tons.

• Includes 1 cement vessel of 325 tons.

For the 12-month period ended August 31, 1918, the total output was 1,787,730 gross tons. Before the European war our largest output was 614,216 gross tons for the fiscal year ended June 30, 1908. The corresponding output for recent 12-month periods was as follows:

	Seagoing.						Grand total including nonseagoing.	
	Steel.		Wood.		Total.			
	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.
1916.								
June.....							1,030	347,147
July.....							1,012	361,313
August.....							1,042	398,671
September.....							1,057	424,058
October.....							1,086	476,922
November.....							1,124	537,683
December.....							1,179	555,262
1917.								
January.....							1,230	602,449
February.....							1,258	606,891
March.....							1,314	630,508
April.....							1,367	683,725
May.....							1,445	713,071
June.....	114	468,502	80	131,449	194	599,951	1,546	812,639
July.....	124	513,567	84	143,778	208	657,345	1,630	871,080
August.....	128	537,804	93	152,785	221	690,589	1,681	904,354
September.....	132	547,325	100	162,646	232	709,971	1,688	942,516
October.....	130	553,975	115	184,287	245	738,262	1,693	962,969
November.....	139	538,206	123	192,515	252	730,721	1,701	949,601
December.....	142	605,738	137	211,830	279	817,568	1,699	1,034,296
1918.								
January.....	141	607,404	137	211,626	281	819,030	1,657	1,025,496
February.....	157	682,867	146	222,723	303	905,590	1,669	1,106,093
March.....	180	759,354	151	238,051	333	997,405	1,670	1,194,127
April.....	201	815,338	157	236,498	360	1,081,836	1,668	1,278,132
May.....	232	966,850	151	219,947	383	1,186,797	1,661	1,381,369
June.....	252	1,031,976	158	215,716	410	1,247,692	1,622	1,430,793
July.....	275	1,124,066	189	280,681	464	1,404,747	1,610	1,577,723
August.....	315	1,268,452	214	360,523	529	1,628,975	1,612	1,787,730

QUARTERMASTER CORPS BAND PLAYS FOR DEPARTMENT OF COMMERCE.

In order to add enthusiasm to the weekly singing of patriotic airs by the employees of the Department of Commerce Secretary Redfield, through the courtesy of the Secretary of War, secured the Quartermaster Corps Band from Camp Meigs last Friday. Over 1,600 employees of the bureau housed in the Commerce Building assisted in singing America, The Star Spangled Banner, and the Battle Hymn of the Republic, accompanied by the band, under the leadership of Lieut. R. C. Deming, while the singing was directed by Mr. Henry T. Ashe, of the War Camp Community Service.

The weekly singing of patriotic songs by employees of the Department of Commerce has been the subject of much favorable comment. On Friday, August 23, the department was favored with the presence of the Secretary of the Navy, Josephus Daniels. The Marine Band furnished the music and the singing was directed by Mr. Peter W. Dykema, of the War Camp Community Service.

La Guaira Consulate Wants Machinery Catalogues.

Consul Homer Brett, of La Guaira, Venezuela, desires to receive catalogues, in the Spanish language if possible, of machinery for handling castor beans. Machines for extracting the seed from the pods, removing the shell from the seed, and extracting the oil are desired.

HOLLAND PLANS "DISTRIBUTION COURTS."

[Commercial Attaché Paul L. Edwards, The Hague, July 1.]

A law has been introduced into the States General providing for the establishment of special courts (to be called Distribution Courts) to decide disputed cases incident to war-time laws and regulations. The already existing Centrale Raad van Beroep (Central Court of Appeal) will continue to serve as a court of final appeal, and in some special cases will act as a court of first instance.

During the course of the war many special laws and regulations have been put into force in order to protect the people as far as possible from the evil results of the unusual economic conditions. The most important of these laws is the "Distribution law, 1916," which gives the Minister of Agriculture, Industry, and Commerce the power to regulate prices, requisition stocks of foodstuffs and materials, etc., in the interest of the country as a whole. Other important war-time laws and regulations are: The law of August 3, 1914, to control exportation and transportation of certain articles; the law of March 11, 1916, regarding fees for export consents; the law establishing Netherlands Export Co.; a law of August 3, 1914, against the withholding of goods from the market and against unreasonable prices; regulations in virtue of the emergency timber law; and the law of February 23, 1918, regarding the slaughtering of horses, cattle, and pigs.

As a result of these laws a myriad of rules and regulations have been issued and a great amount of confusion has resulted. Decisions of a nature, which by reason of their character would ordinarily be dealt with by a court of justice have often been dealt with by governmental officials in the Ministry of Agriculture, Industry, and Commerce. Many complaints have been the result.

In an explanatory memorandum furnished by the Minister of Agriculture, Industry, and Commerce who is responsible for the proposal of this law, attention is called to the fact that the new court will not exercise any jurisdiction respecting rules and regulations promulgated by such organizations as the Netherlands Oversea Trust, which is from a legal standpoint strictly a private concern. The court's jurisdiction will apply, however, to all regulations incident to the administration of the Netherlands Export Co., which, though a private concern, is under the indirect supervision of the Minister of Agriculture, Industry, and Commerce.

If this law does not pass the States General within the few remaining days of the session, it will be brought up again for consideration when parliament convenes in the month of September.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
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No. 207 Washington, D. C., Wednesday, September 4 1918

CONTENTS.

	Page.		Page.
Brazil's rubber shipments in July.....	865	Crop conditions in Great Britain.....	874
Market for metal furniture in Argentina.....	865	Japanese demand for leather belting.....	875
Japan's output of vegetable oils.....	867	Swiss foreign trade in rope and cordage.....	876
Demand for rope in Curaçao.....	867	New Zealand purchases Australian wheat.....	876
New Uruguayan engineering journal.....	867	Draining the Zuider Zee.....	877
Census of the Virgin Islands.....	868	Purchases in United States by Brazilian Department of Agriculture.....	879
Textile substitutes in Germany.....	869	Farm wages in Fifeshire, Scotland.....	879
Proposed Brazilian budget for 1919.....	870	Foreign trade opportunities.....	880
Operations of Java's sugar combine.....	872	Offices of the Bureau of Foreign and Domestic Commerce.....	880
Commendation for lighthouse employees.....	873		

BRAZIL'S RUBBER SHIPMENTS IN JULY.

[Consul George H. Pickerell, Para, Aug. 7.]

The exports of crude rubber from the Amazon district during July, 1918, amounted to 4,297,385 pounds. Shipments to the United States aggregated 4,292,536 pounds as compared with 2,154,715 pounds during the corresponding month of 1917. Exports to the United States consisted of:

Exported from—	Fine.	Medium.	Coarse.	Caucho.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Para.....	735,860	90,473	539,250	621,682	1,987,265
Manaos.....	591,102	132,635	211,387	1,370,147	2,305,271
Total to United States.....	1,326,962	223,108	750,637	1,991,829	4,292,536

In addition to the foregoing, 4,849 pounds of fine raw rubber were shipped to the South of Brazil. There were no exports to Europe.

MARKET FOR METAL FURNITURE IN ARGENTINA.

[Special Agent Harold E. Everley.]

Interest in metal office furniture is growing in Argentina, and with proper handling such equipment would find a good market here. That there is less call for this line than for wooden furniture results from the fact that those who represent the American manufacturers apparently do not understand the advantages of using steel equipment and are not giving the sale of it proper attention.

One argument which is used against steel furniture is that the climate of Argentina is not one which necessitates the use of metal equipment, as does that of Brazil and other more tropical countries. Argentina is not infested with wood-destroying insects nor is the climate especially hard on wood furniture. However, it may be pointed out that steel furniture is popular in the United States and other countries, where the climate in many places is more or less the same as in Argentina.

Another consideration is that steel furniture has a tendency to be cold, and in the wintertime it is especially disagreeable in offices

which are not heated. The scarcity of fuel makes the heating of buildings very expensive and many offices are cold. Under such conditions metal furniture is not so agreeable to the touch as that made of wood. However, in time it is thought that this objection will gradually disappear, as heat is being provided in the new office buildings.

Steel office furniture can be sold in Argentina, and a well-directed effort to place it on the market will succeed. A year or two before the outbreak of the war a representative of an American manufacturer of steel equipment had considerable success in placing his line in the offices of several business houses. The Railroad Clearing House and the Banco de Nacion are supplied with a large amount of it, and one of the important English banks is fitted throughout with metal furniture. It has given good service and is well liked. Many of the American concerns have purchased steel furniture, and an appreciable amount is now being used by the native firms.

In spite of present prices, which are exceedingly high, one house reports a continual demand for steel files and card-index cases. Without doubt an important business could be done in steel furniture now that it has been introduced, but there is still much missionary work and educative propaganda necessary before it will be generally adopted. As it has a somewhat higher initial cost than wood furniture its sale will be just so much restricted, as at present Argentina is largely a "price" market rather than a "quality" market so far as office furniture is concerned. This feature of the trade could, no doubt, be overcome by proper salesmanship.

Little Competition Will Be Encountered.

American manufacturers will find practically no competition in the field of metal office furniture. There are one or two native firms which have made some steel letter files for the banks, but the files proved to be very expensive and do not give satisfactory service. The trade prefers the easier-working and better-finished American file, and domestic manufacturers will not be able to compete when freight rates are lower. One or two European manufacturers have endeavored to introduce their product, but up to the present time the trade has preferred the more practical office furniture from the United States.

Argentina should be a market of considerable importance to steel-office-furniture manufacturers in normal times, and it is believed a good business is to be obtained through installing correspondence files, book, and document safes, shelving, etc., in railroad offices, banks, commercial houses, libraries, law offices, municipal offices, and Government buildings. Very few of these places have any modern office equipment, and they should be a source of a fair amount of business for manufacturers who will systematically and energetically set about to introduce their product. Up to the present time no well-directed effort has been made to interest the Argentine business men in modern steel office facilities, and the country is practically a virgin field for this line of American goods.

According to the Norwegian press the city of Christiania is about to appropriate \$400,000 for extra salaries to employees to compensate for increased cost of living for the year 1918-19.

JAPAN'S OUTPUT OF VEGETABLE OILS.

[Consul Robert Frazer, jr., Kobe, July 15.]

Owing to the tremendous increase in demand for vegetable oils in the United States during the past two years, the soya-bean and coconut-oil mills in and about Kobe have enjoyed remarkable prosperity. At present there is an output, in all Japan, of 223,500 cases (7,550 long tons) of oil per month, divided about as follows: Soya-bean oil, 92,500 cases; coconut, 68,000; rapeseed, 44,000; cottonseed, 16,000; peanut, 3,000.

There are 25 large vegetable-oil mills in this consular district, producing approximately 75 per cent of the vegetable oil manufactured in Japan. All except three, I believe, use the pressure system of oil expressing, the other three use the benzine extraction process. Three types of pressure mills are generally used: (1) The round type, with a bed about 18 inches in diameter, used for crushing beans and rapeseed; (2) the oblong flat-bed type, about 30 by 14 inches, used for pressing copra, and (3) the bowl type, in which a stone bowl is pressed into a mass of seed pulp held by iron hoops, used in second and third pressings of peanuts and beans. One mill in Japan—the Kashiwara Oil Mill—is using the latest type of American rotary screw oil expressor. When filtering is necessary, the usual clay filter presses are used.

Several of the local mills are now expanding their works in order to increase the capacities or to adapt the mills to other seeds. One new mill, with a capacity of about 20,000 cases monthly, is being erected near here. The machinery being installed is usually either American or Japanese adaptations of American cottonseed-oil machinery.

DEMAND FOR ROPE IN CURAÇAO.

[Consul George S. Messersmith, Curaçao, West Indies, Aug. 8.]

The demand for rope in Curaçao is confined to that used in the schooner-building industry. The imports in 1916 were valued at \$13,408, of which \$12,980 worth came from the United States; and in 1917 at \$19,467, of which \$19,353 worth came from the United States. Prior to the war the greater part of the imports of rope came from the United States.

The schooner-building industry, always important here, has increased in importance since the war. The two yards are operated by the Curaçao Trading Co. and by S. E. L. Maduro & Sons. These yards also do a great deal of schooner repairing, Curaçao being the center for the schooner trade between Venezuela and Colombia and other West Indian Islands. Both firms import their stocks directly, placing their orders with New York commission houses.

NEW URUGUAYAN ENGINEERING JOURNAL.

[Consul William Dawson, Montevideo, July 17.]

A new bilingual engineering review, called *Ingenieria Sudamericana* (South American Engineering), has recently been founded at Montevideo. It will be printed in Spanish and English and will be devoted to engineering and allied interests in American countries. The publishers are the Engineering Editorial Co., Reconquista 634, Montevideo, Uruguay.

CENSUS OF THE VIRGIN ISLANDS.

The results of a census of the Virgin Islands (formerly the Danish West Indies) have just been published in an octavo volume of 174 pages. The inventory was made, at the request of the Secretary of the Navy, by the Bureau of the Census of the Department of Commerce, under the supervision of Mr. Eugene F. Hartley, chief statistician for manufactures of the Census Bureau.

The report shows that by this latest territorial acquisition the area of the United States was increased slightly more than 132 square miles, this area being practically that of the three principal islands, St. Croix (Santa Cruz), St. John, and St. Thomas. There are in addition about 50 small islands or cays, the largest about 1 mile square.

Interesting and significant is the fact that while the United States acquired title to the Virgin Islands by treaty with Denmark on August 4, 1916, after negotiations of more than half a century, the language of the people is English, though the islands were under the Danish flag for 245 years.

In 1917 the value of the exports from the United States to the islands was \$1,416,342, and of the imports from the islands \$1,259,607.

Steady Decrease in Population—Agriculture.

The population as of November 1, 1917, was 26,051; comparison with earlier censuses shows the population has steadily decreased since 1835, when it numbered 43,178. Of the total persons in 1917, 1,922 were white, 19,523 were Negro, and 4,606 mixed. The sex distribution was 11,999 males and 14,052 females. The returns showed 5,281 persons, or 24.9 per cent of the population 10 years of age or over, to be illiterate. The population of each of the three principal islands in 1917 was as follows: St. Croix 14,901, St. Thomas 10,191, and St. John 959. The islands contain three cities—Charlotte Amalie, on the island of St. Thomas, with a population of 7,747; and Christiansted and Frederiksted, on the island of St. Croix, with populations of 4,574 and 3,144, respectively.

Agriculture and animal husbandry engaged 6,084 of the total population as owners, managers, or tenants, on the 430 farms or "estates" on the islands. These farms embraced 69,892 acres of the 84,781 acres included in the total area of the islands. Of the 430 farms reported, 102 were operated by white farmers as owners, managers, or tenants; 270 by Negroes, and 58 by mixed-blood farmers. The average size of farms is 162.5 acres, of which an average of 91.7 acres was reported as improved and 70.8 acres as unimproved. The total value of farm property is given as \$3,706,911. The number of farms reporting live stock was 381, the value of which was given as \$582,921. The total value of all crops for the year ended October 31, 1917, was given as \$522,606, sugar cane contributing \$442,120 and hay and forage \$67,589.

Manufacturing Establishments and Fisheries.

The number of manufacturing establishments in the islands was 84, of which 65 were located on St. Croix, 3 on St. John, and 16 on St. Thomas. The number of persons engaged in manufactures was 842, of whom 685 were wage earners. The capital invested was

\$1,429,524; the value of materials used, \$781,417; and the value of products, \$1,292,247. Of the total value of products, cane sugar contributed \$978,188; bread and other bakery products, \$192,544; and bay rum, \$38,745. The manufacture of sugar from cane employed 62 per cent of the wage earners, 76 per cent of the capital, and produced 80 per cent of the total value of the products of manufactures. Distribution and hours of labor of the gainfully employed, by sex and age, are interesting features of the population and manufactures statistics of the report.

The census of the fisheries of the islands, the first ever taken, shows a total of 380 persons engaged in the industry, a capital investment of \$11,002, and a total catch for the year valued at \$14,436.

In addition to the sections devoted to statistics of population, agriculture, manufactures, and fisheries, an introductory chapter of the report gives much interesting information of the geography, history, climate, etc., of the islands, and maps and illustrations are interesting features of the publication.

TEXTILE SUBSTITUTES IN GERMANY.

An article appearing in the *Pfaelzische Post*, a German newspaper published at Ludwigshafen-on-the-Rhine, for June 17, 1918, thus describes a new textile substitute known as *textilit*:

The war has brought to light the most diverse substitute materials. A really good and useful material to take the place of the missing jute is to-day the so-called *textilit*. *Textilit* will remain after the war and be counted among the raw materials of the textile industry.

Textilit is a mixed product, the result of a paper thread and a fiber thread being twisted together. It contains only a very small percentage of long fiber, yet has proved itself a full substitute for linen and jute. Weaving and sewing yarns and webs of all sorts, also bags, are made from it. The uninitiated can not distinguish the new products from the former linen or jute fabrics. Through the admixture of fiber material there has resulted a decidedly greater firmness than was the case with pure paper fabrics.

Already 23 of the largest factories of this branch are engaged in preparing *textilit* and have formed the *Deutsche Textilitgesellschaft* at Hamburg. By reason of the experience obtained so far with *textilit* it is destined, in view of its good qualities, to become much more widely known, and the goods manufactured from it will remain in use even after the war.

Restrictions on Bed Linen—Nettle Thread.

As indicative of the growing lack of all textiles in Germany, the following translation of a notice appearing in the *Lindauer Tagblatt*, Lindau, Bavaria, for June 17, 1918, is of interest:

The Imperial Clothing Office announces: The local offices for the examination and issue of purchase certificates can from now on issue purchase certificates for bed linen or for the materials wherewith to make same, as also for bed ticking, only to sick persons against a doctor's certificate. Other applicants must be directed to buy paper-yarn products, to be had without purchase certificates. It is furthermore forbidden to make a business of working up woven and knit materials into upholstered goods, especially mattresses. The announcement takes effect immediately.

A third newspaper item relates to the use of nettles:

The Nettle-Cultivation Society in Berlin gives to all nettle collectors who deliver 10 kilos [22 pounds] of dried stems to the society, besides the pay for collecting, a roll of black or white sewing thread made of mixed nettle yarn free of charge and without presentation of a card. This is done on the one hand to stimulate collecting and on the other hand to show what an excellent thread can be made of the nettle fiber. It is therefore in the interest of everyone to collect this valuable fiber plant and to protect same from thoughtless destruction, which happens especially at haying time.

PROPOSED BRAZILIAN BUDGET FOR 1919.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 9.]

The President of Brazil, in a recent message to Congress, presented the following estimated budget of receipts and expenditures of the Federal Government for the year 1919, prepared by the Minister of Finance:

Receipts for the year 1919 are estimated at 95,021,034 gold milreis (about \$51,900,389 in American currency), and 405,608,000 paper milreis (about \$101,402,000 in American currency), a decrease from the voted appropriations for this year of 30,947,323 gold milreis (\$16,903,428 in American currency), and 42,805,000 paper milreis (\$10,701,250 in American currency). The decrease in the estimate of the gold budget is due to the elimination of the item relative to the revenues to be derived from the Lloyd-Brasileiro steamers, which figure in the current budget to the amount of 38,863,110 milreis. The difference in the estimate of the paper-currency budget is due to the suppression of a sum of 60,000 contos of milreis from the item relating to the issuance of Conversion Office notes.

Taxes Form Largest Revenue Item.

In the 1919 budget the revenue from taxes—which forms the largest item, viz, 63,580,000 gold milreis (\$34,727,396), and 230,478,000 paper milreis (\$57,619,500)—is estimated as follows, distributed according to source:

Taxes.	Gold milreis.	United States currency.	Paper milreis.	United States currency.
Import duties.....	63,410,000	\$34,634,542	51,588,000	\$12,897,000
Internal revenue.....			124,530,000	31,132,800
Circulation tax.....	20,000	10,924	38,000,000	9,500,000
Income tax.....	150,000	81,930	16,360,000	4,090,000
Total.....	63,580,000	34,727,396	230,478,000	57,619,500

The estimate on import duties is equal to that of the 1918 budget. It seems evident, from the receipts of the first semester of this year, that this item in the current budget will be fully realized.

The item of internal revenue is estimated on the basis of the levies of 1917, which amounted to 114,819,464 paper milreis (\$28,704,866), and of the estimate for 1918, viz, 121,500,000 (\$30,375,000), of which the sum of 47,868,257 (\$11,967,064), or slightly more than one-third of the total estimate, was collected during the first four months of the current year.

Income Taxes—Revenue from Public Services.

Income-tax receipts for 1919 are also estimated on the basis of the levies of 1917, being reduced, however, from the sum of 218,429 gold milreis (\$119,306) and 24,084,000 paper milreis (\$6,021,000) to the proposed figure of 150,000 gold milreis (\$81,930) and 16,360,000 paper milreis (\$4,090,000), largely on account of the 50 per cent reduction in taxes on salaries and subsidies.

Postal receipts for 1919 are estimated at 10,000 contos of milreis (\$2,500,000), the 1917 figure having been 9,643,271 paper milreis (\$2,410,818).

The telegraph lines are expected to yield in 1919 the sum of 800,000 gold milreis (\$436,960) and 10,000,000 paper milreis (\$2,500,000), or practically the equivalent of the receipts of 1917.

The estimated revenue to be derived from the Central Railway in 1919 is placed at 62,500,000 paper milreis (\$15,625,000), or practically the equivalent of the actual receipts of 1917.

The deposits of the Federal Government in European banks amount at the present time to £3,600,000 (\$17,500,000), which is more than enough for the exigencies of the current year.

Expenditures of the Various Ministries.

The total expenditures for 1919 are estimated at 80,369,827 gold milreis (\$43,898,000) and 476,641,194 paper milreis (\$119,160,299), divided among the ministries as follows:

Ministries.	1918		1919	
	Gold milreis.	U.S. currency.	Gold milreis.	U.S. currency.
Justice and Interior.....	12,394	\$6,770	18,342	\$10,018
Foreign Relations.....	2,606,736	1,472,957	3,220,146	1,758,844
Marine.....	200,000	109,240	200,000	109,240
War.....	100,000	54,620	100,000	54,620
Railways and Public Works.....	30,002,645	16,387,444	27,397,492	14,964,510
Agriculture, Industry, and Commerce.....	616,680	336,831	606,680	331,369
Finance.....	50,827,629	27,762,051	48,827,167	26,669,399
Total.....	84,456,084	46,129,913	80,369,827	43,898,000
Justice and Interior.....	48,692,597	12,173,149	47,691,903	11,922,951
Foreign Relations.....	1,107,200	276,800	1,207,800	301,950
Marine.....	44,312,852	11,078,213	49,478,213	12,389,553
War.....	74,498,353	18,624,588	77,947,308	19,486,827
Railways and Public Works.....	148,756,667	37,189,167	158,114,071	39,523,518
Agriculture, Industry, and Commerce.....	18,952,818	4,734,204	17,515,368	4,386,342
Finance.....	126,087,933	31,521,991	124,656,631	31,161,158
Total.....	462,408,450	115,602,112	476,641,194	119,160,299

Deficit Shown by Estimates.

From a comparison of the foregoing estimated receipts and expenditures, it is seen that the budget of the Brazilian Government for 1919 contemplates a deficit in paper currency of 71,033,194 milreis (\$17,758,299). This will be somewhat offset by an estimated surplus in gold currency of 14,651,207 milreis, which, when converted into paper milreis at an exchange rate of 13½d., will amount to 29,302,413 milreis (\$7,325,603), and thus will reduce the total estimated deficit to \$41,730,781 milreis (\$10,432,695).

For the elimination of this deficit, no increases in taxation or new sources of revenue are proposed. The present taxes are considered already too heavy, and to increase them would be to commence sacrificing the economic resources of the country. In the opinion of Brazilian officials, the elimination of the deficit is preferably to be sought in the development of the Brazilian merchant marine. The ships which were loaned to France will produce during the current year a revenue of 38,863,110 gold milreis (\$21,227,030); and the authorities hope that the activities of the Lloyd-Brasileiro steamship line may be extended in such a way as to accomplish the ultimate elimination of the deficit.

OPERATIONS OF JAVA'S SUGAR COMBINE.

The British (Government) Board of Trade Journal for July 25 contains the following report of the acting vice consul at Soerabaya, Java, on the operations of the sugar trust formed to stabilize prices for the 1917 crop of the Netherlands East Indies:

The quantity of sugar produced in 1917 constitutes a record amounting to 29,502,635 piculs, contrasted with 26,408,100 piculs in 1916 and 21,178,700 piculs in 1915. (Picul=133½ pounds.)

Speculators who were the chief holders of the 1917 crop, did their utmost to maintain the prices at a high level, as they hoped that sooner or later the British Government would be large buyers. When, however, at the approach of the grinding season they saw that the situation was not improving, and that the hoped-for demand did not set in, they began to realize the danger of their situation; and when, in June, it appeared that even the financially strong Chinamen would not be able to meet their obligations, serious trouble was at hand.

Formation of Sugar Trust.

Producers and those bankers who had large sums outstanding in advances against already-delivered sugars, found it necessary to join hands in order to deal effectively with the situation. Then followed a series of conferences between sellers and buyers, bankers and speculators, but without any practical result.

After having consulted interested parties in Holland, it was decided to found a trust, the chief object of which was to be the selling at uniform prices of the remainder of the 1917 crop and of such sugars as had reverted to producers on account of the purchasers not being able to meet their liabilities. To arrive at an understanding between the parties in Holland and those in Java was by no means an easy matter, especially as, at the time, telegraphic communication between the Netherlands and its colonies had been interrupted. In consequence, much time was lost, during which those concerns which had not joined the trust were able to sell their stocks.

The forming of the trust did much to steady the market by preventing a sudden drop of prices on account of competition among sellers. On the other hand, an institution, the control of which is in the hands of a president and two directors at Samarang, a vice president and two directors in Soerabaya, and a permanent representative and an advisory committee in Amsterdam, is not in a position to act promptly and unanimously, especially at a time when telegraphic communications are constantly being interrupted. The result was that 9,000,000 piculs remained unsold at the end of the year out of a total of 13,500,000 piculs.

Export Trade Hampered.

Several factors tended to aggravate the situation by hampering the export trade, the most important of these being the unshipped balance of the 1916 crop, estimated to amount to about 5,000,000 piculs, the ever-increasing difficulty in obtaining ship room, the fluctuations of exchange, the prospect of a large crop in both Java and Cuba, and, during the last three months of the year, the stoppage of telegraphic communication between the Netherlands East Indies and Holland.

Certain of these factors influenced the direction of the trade, the changes taking place being apparent in the following table:

Destination.	1916		1917	
	Jan.-Mar.	Apr.-Dec.	Jan.-Mar.	Apr.-Dec.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom.....		537,819	8,514	263,406
France.....		61,709	4,800	23,929
Norway.....		11,836		19,754
Holland.....		31,673		
Italy.....		20,697		
Greece.....				8,006
Port Said.....		18,164		12,197
Suez.....		11,904		10,009
British India.....	73,772	314,134	74,885	261,170
Singapore.....	11,351	43,597	13,017	155,773
Siam.....	900	10,404	3,279	21,311
China.....	2,585	5,120	1,860	2,112
Hongkong.....	35,012	104,622	25,583	120,096
Japan.....	583	49,312		74,253
Australia.....	1,104	4,512	20,749	
Vancouver.....		6,000		
Other ports.....				69
Total.....	125,317	1,234,503	152,667	972,041

Compared with 1916, the exports to Europe declined by 50 per cent in 1917. Although the quantity exported to British India shows a decrease of over 50,000 tons, this shortage was counterbalanced by the increased quantity exported to Singapore, where much Java sugar was transshipped to British Indian ports. The trade via Singapore was not open to the regular shippers to British India for the reason that participation therein would have invalidated their right to claim freight rebates.

COMMENDATION FOR LIGHTHOUSE EMPLOYEES.

Secretary of Commerce Redfield has recently commended the following employees of the Bureau of Lighthouses for special services rendered in the performance of their duties:

Messrs. H. C. Groom, keeper, and Benjamin D. Preston, second assistant keeper of Thimble Shoal Light Station, Va., for going to the assistance of six persons in a disabled motor boat and towing them to Hampton Creek, on August 1, 1918.

Mr. William Hill, keeper of Calcasieu Range Light Station, La., for replacing one of the range lights destroyed by the storm of August 6, 1918, and for caring for a destitute family in the vicinity of the light station, whose dwelling was unroofed by the storm.

Mrs. Ross F. Wright, wife of the first-assistant keeper of Manitowoc Light Station, Wis., for assistance rendered on August 6, 1918, in going in a gasoline launch to the rescue of a drowning girl at the municipal bathing beach at Manitowoc, and also in rescuing from drowning a man who had attempted to save the girl.

Isaac Outten, commander of the tender *Holly*, and the other officers and the crew of the tender, for towing the disabled schooner *Nellie* from Cherry Point to anchorage in Jackson Creek, Va., on August 9, 1918.

Mr. Oscar J. Louks, first-assistant keeper of Middle Island Light Station, Mich., for service rendered on August 9, 1918, in going to the assistance of the yacht *Companion*, of Detroit, which was stranded on Crooked Island with 15 men aboard, and in taking three members of the crew to the Coast Guard Station at Thunder Bay Island and reporting the stranded condition of the yacht.

CROP CONDITIONS IN GREAT BRITAIN.

[Consul Augustus E. Ingram, Bradford, England, Aug. 12.]

All indications at the present time point to an abundant harvest. In spite of the heavy rains in July, very little of the wheat crop has suffered, but is standing up well. Wheat is the best grain crop generally; barley also promises well; but oats vary considerably according to locality. Indeed, the latest report is that the cereal crops as a whole will be the best, both as to yield and quality, since 1914.

A certain amount of hay has been damaged by rain, but meadow hay is generally above the average in quantity and is of excellent quality.

The potato crop benefited considerably by the rain. Early varieties have given very satisfactory yields, and the main crop is said never to have looked healthier.

The root crops have not done very well. During June and the early part of July the turnip fly did considerable damage. Farmers will probably have some difficulty in securing feed for sheep and cattle, as mangolds and swedes are very patchy.

Fruit is said to be exceptionally scarce, particularly plums, pears, and damsons. Apples are not more than half a crop. The hedgerows are laden with blackberries, and school children are being organized to pick them during their holidays.

The Labor Question—Allotment Gardens.

The labor question is the great problem, as so many men have been taken for the army. Yorkshire has lost some 3,000 of its best farm hands. German prisoners are now being utilized. Women workers are also being largely employed, as also Boy Scouts and school boys. On many farms the supply of horses and machinery is very inadequate, but the Food Production Department is lending self-binders, motors, wagons, and teams.

A recent press announcement states that agricultural laborers' wages have been generally advanced considerably, in some places being now double what they were before the war.

The number of holders of allotment gardens for growing vegetables has grown throughout the country from 570,000 to 1,400,000. Whereas there was previously only 1 in 12 householders having an allotment, there is now 1 in every 5 giving his spare time to the production of food. There are approximately 200,000 acres of land devoted to allotment production.

[Vice Consul Thomas H. Bevan, Glasgow, Scotland, Aug. 10.]

Outlook Satisfactory in Scotland.

The monthly agricultural report of the Scottish Board of Agriculture, as published in the local press, states that wheat continues to do well and promises to be a full crop. Barley promises to be at least an average crop, while oats, which have much improved by the rains, will probably be below the average in yield per acre. Beans are doing well everywhere, and the crop is estimated to be an average one. The condition of potatoes is satisfactory generally, and no reports of disease have so far been received. Turnips and swedes have improved somewhat, but they are still likely to be the worst

crop of the season. Mangolds appear to be an average crop. The hay harvest is fairly satisfactory. Fruit crops on the whole are poor, grazing cattle are thriving, dairy cows are in fair condition, and hill sheep are very satisfactory.

The supply of labor until recently has been inadequate, and difficulty was experienced in securing the hay harvest and attending to the turnip crop. This is being gradually overcome by the release of 10,000 soldiers for the harvest work in Scotland, and it is expected that the labor difficulties will consequently be diminished for the remainder of the harvest season.

JAPANESE DEMAND FOR LEATHER BELTING.

[Consul Robert Frazer, Jr., Kobe, July 12.]

There is a steady demand in Japan for foreign belting, especially American belting, as can be seen from the following table showing imports of belting into Japan from 1913 to 1917, with the principal countries of origin and ports of entry for 1917:

Years, countries of origin, and ports of entry.	Pounds.	Value.
1913.....	22,723	\$25,902
1914.....	16,137	13,344
1915.....	6,637	7,494
1916.....	28,123	29,975
1917.....	24,484	35,614
Imported from United Kingdom.....	5,828	9,616
Imported from United States.....	18,444	25,816
Entered at Kobe.....	21,010	30,938
Entered at Yokohama.....	2,474	3,290

As can be seen from these figures, the principal part of the imported belting comes from the United States and the largest proportion is imported into Kobe. This is because Osaka, Kyoto, and Nagoya, three of the most important industrial cities of the Empire, are in this consular district and draw their supplies through Kobe.

Sizes in Demand—Large Production and Exports—Duty.

It is not possible to give the sizes of belting usually carried in stock by the supply houses, as the sizes vary according to the locality. That is, in Kyoto and Nagoya the small sizes suitable for spinning and weaving machines are in demand, while in Osaka and Kobe the larger sizes, suitable for steel plants and shipbuilding yards, are principally found. However, the demand in Japan is said to cover all sizes, from 1-inch belting, such as is used on silk filatures, to 48-inch belting, suitable for the main driving shaft in a steel mill.

Leather belting is produced in large quantities in Japan, the exports alone of this article amounting to over \$100,000 per year. The quality of Japanese belting, however, is said to be inferior to the better qualities of imported belting and consequently the domestic production has not entirely killed the demand for imported belts. No statistics of the production are available, but it is estimated that 90 per cent of the demand is filled by belting of local manufacture. The belting exported from Japan goes principally to Kwantung Leased Territory and China.

The Japanese import duty on leather belting is \$18.53 per 100 kin, or \$14.04 per 100 pounds.

SWISS FOREIGN TRADE IN ROPE AND CORDAGE.

[Consul Walter H. Schulz, Berne.]

Little twine and cord is imported by Switzerland. Germany formerly furnished small quantities of the better qualities used here, and Italy supplied some of the lower grades. Both sources of supply, however, are now cut off, but owing to the present reduced requirements of the country, Swiss manufacturers are able to meet home needs. A lively demand for the raw materials used in the manufacture of cord and twine has resulted.

Switzerland's chief foreign trade in rope and cordage is in sizes under 8 millimeters (0.315 inch) in diameter. The following table gives the imports and exports of all sizes during 1914, the latest year for which statistics are available.

Rope and cordage.	Imports.		Exports.	
	Pounds.	Value.	Pounds.	Value.
Over 8 millimeters:				
Germany.....	34, 171	.....	2, 425	\$305
France.....	9, 038	.....	27, 777	3, 961
Italy.....	35, 053	.....	1, 543	319
All other countries.....	8, 377	.....	3, 527	692
Total, 1914.....	86, 639	\$12, 135	35, 272	5, 277
Total, 1913.....	109, 348	15, 316	49, 941	7, 852
Under 8 millimeters:				
Germany.....	182, 101	.....	4, 850	1, 211
France.....	12, 786	.....	19, 841	5, 216
Italy.....	20, 062	.....	1, 102	370
Belgium.....	1, 102	.....	51, 587	9, 830
Netherlands.....	.....	.....	30, 206	5, 784
Russia.....	.....	.....	10, 324	2, 724
Turkey, Asiatic.....	.....	.....	113, 316	14, 867
Argentina.....	.....	.....	16, 093	3, 114
All other countries.....	2, 866	.....	25, 793	4, 546
Total, 1914.....	218, 917	57, 494	273, 149	47, 662
Total, 1913.....	346, 786	91, 076	338, 629	60, 923

Another article for binding purposes used in the local trade is made of cotton and is manufactured locally in various colors and widths. Very often lettering and advertising matter appear on it. The better-class shops, such as pastry shops, drug stores, and stationery dealers, seem to prefer it to the more ordinary cordage.

NEW ZEALAND PURCHASES AUSTRALIAN WHEAT.

[Consul General Alfred A. Winslow, Auckland, July 19.]

It is announced that the New Zealand Government has purchased 2,000,000 bushels of wheat at \$1.36 per bushel in Australia to supply the shortage for the 1917-18 harvest. (See COMMERCE REPORTS for Aug. 14, 1918.) This wheat is to be handled by the Minister of Agriculture and delivered to the millers in this country as demands require. The Government is reported to have thoroughly discussed with the farmers the matter of wheat production for next season, with the result that there will be a decrease in the acreage during the coming season. So this purchase is made to cover the shortage of last year and the prospective shortage for next season.

DRAINING THE ZUIDER ZEE.

[Commercial Attaché Paul L. Edwards, The Hague, Netherlands.]

For many decades the question of draining the Zuider Zee so that it might be converted into tillable soil has been actively discussed by the Dutch people. The successful results secured by the draining of the Haarlemmermeer (Haarlem Lake) in the period 1840-1852, when 17,840 hectares (about 44,000 acres) of arable soil were added to Holland's superficial area, led the Dutch people to dream of much larger projects, and as early as 1850 the problem of draining the Zuider Zee was being actively discussed.

In 1886 a self-appointed committee, comprising some of Holland's most representative men, formed the Zuider Zee Vereeniging (Zuider Zee Association), which undertook, at its own expense, engineering examinations regarding the physical practicability of diking off the Zuider Zee, the draining of the lake which would thereby be formed, and the adaptability for horticultural and agricultural purposes of the soil which forms the bottom of the gulf. As a result of the activities of this association bills for the draining of the Zuider Zee have from time to time been introduced into the States-General (but without success); until in September, 1916 [see COMMERCE REPORTS for Oct. 11, 1916], the present bill was finally introduced. After various modifications this bill was finally passed by both Chambers of Legislature, and on June 14, 1918, it received the Royal signature making it law.

Work is Divided into Two Phases.

The work of turning the bottom of the Zuider Zee into fields and gardens is divided into two distinct phases: First, the building of the great 18-mile dike from the Island of Wieringen (close to the coast of the Province of North Holland) to the coast of the Province of Friesland near the town of Piam; and, second, the construction of four dams or dikes within the sea and the draining and reclaiming of the land back of those barriers.

The maximum depth of water which the great dike will encounter is about 4 meters (13.1 feet) below mean average sea level; the average depth will be 3.75 meters (12.3 feet) below mean average sea level. The height above sea level will run from 5.35 meters (17.6 feet) on the west (North Holland) end, to 5.75 meters (18.9 feet) on the Friesland end. It is believed by the engineers who planned the dike that the high-water level on the eastern end will be above that on the western end as a result of the currents between the Waadden Islands (Vlieland and Terschelling Islands).

The first step in the construction of the great dike will be the building of an island out of stone and brush covered with sand and clay. From this island the construction will proceed in both directions. The work will then proceed with the construction of the so-called "grondstuk" (basic piece), a small dike about 30 meters (98 feet) wide, consisting also of brush and sand with lateral facings of stone and an upper facing of stone slabs.

Construction and Cost of Great Dike.

The construction of the main dike will follow the construction of the basic dike by a few yards. The body of the main dike will

consist also of sand on a base of brush and stone, or concrete, with a surface covering of clay. The outside lateral surface will be faced with a basalt riprap. A double-track railroad will run along the dike on the inside.

It is estimated that 1,500,000 cubic meters of clay will be used in the making of the above-mentioned surface. This clay will be dredged from the bottom of the Zuider Zee, and will also be transported from the Island of Wieringen as waste material of a canal which will there be under construction.

A total of 986,000 square meters (1,179,250 square yards) of surface are to be covered with basalt in the manner mentioned above. The total weight of stone so to be used is estimated at 568,000 tons. This basalt will all be brought from Scandinavia. The total volume of the dike is estimated to be over 30,000,000 cubic meters (39,238,000 cubic yards).

The estimated cost of the great dike proper is 28,000,000 florins (\$11,256,000 at normal exchange). Other construction, bringing the total outlay for first stage of the work to 66,250,000 florins (\$26,632,500), will have to take place simultaneously; this includes certain improvements at the mouth of the River Yssel (the largest river which empties into the Zuider Zee), the construction of a short dike between the Island of Wieringen and the Province of North Holland (to make the closing-off complete), and the dredging of an inland canal in Friesland to connect the inner sea with the outer.

Four Reclaimed Areas—Fertile Soil—Indemnities for Fishermen.

It is estimated that the completion of the first stage of the work as described above will require nine years. In the eighth year work will commence on the northwest polder (reclaimed area), which is expected to be finally completed in the fourteenth year after the commencement of construction. The southeast polder will be commenced in the eleventh year and finished in the twenty-fourth; the southwest will be commenced in the twenty-first year and finished in the twenty-eighth; and the last polder (northeast) will be commenced in the twenty-fifth year and finished in the thirty-third. The estimated cost of the polders is: Northwestern, 15,950,000 florins (\$6,411,900); southeastern, 72,650,000 florins (\$29,205,300); southwestern, 28,130,000 florins (\$11,308,260); northeastern, 38,220,000 florins (\$15,364,440).

Including the 66,250,000 florins mentioned for the first stage of the work, the total cost will approximate 222,000,000 florins (\$89,244,000 at normal exchange). The area to be thus added to Holland will be 211,830 hectares (about 523,440 acres), of which 194,000 (479,380 acres) are cultivable clay soil.

Within 15 years after the commencement of the work, the land of the first polder will be ready for cultivation. The area of this polder is 21,700 hectares (about 53,600 acres), of which 18,700 hectares (46,200 acres) are expected to be fertile soil. It is stated that all of the fertile soil in each polder will consist of clay of varying degrees of excellency. During a long period tests have been made of the composition of the Zuider Zee bottom, and the experts who have studied the matter assure those Hollanders who are inclined to be skeptical as to the worth of the soil which is to be created, that their fears are groundless.

As the inclosed Zuider Zee will commence turning fresh as soon as it is cut off from the open ocean, it is expected that certain kinds of fish will disappear. This will be a serious blow to the Zuider Zee fishermen. But the most serious blow will come when the area is restricted to a small lake and important fishing villages such as Vollandam and Marken will no longer be touched by water. A special law will be passed providing for adequate indemnification of the fishermen, and appropriating funds for the removal and re-establishment of their industry on the coast of the North Sea.

Preliminary Steps Already Taken.

The law providing for the draining of the Zuider Zee which has just received the Royal approval designates 2,000,000 florins (\$804,000) per year for a period of 14 years, to be used for interest on money borrowed to carry on the construction work. The Government expects to receive about 80 florins per hectare (\$13 per acre) per year for the reclaimed soil. The average rent paid for agricultural and horticultural land in 1907 was 110 florins per hectare (\$18 per acre).

A commission has already been named to take necessary preparatory steps for the commencement of construction. The 1918 budget appropriates 30,000 florins (\$12,060) for the expenses connected with this commission.

PURCHASES IN UNITED STATES BY BRAZILIAN DEPARTMENT OF AGRICULTURE.

[Vice Consul Richard P. Momsen, Rio de Janeiro, July 22.]

A report has just been submitted to the Minister of Agriculture by Dr. Carlos Moreira, Professor of Entomology of the National Museum, who recently made an official trip to the United States for the Brazilian Ministry of Agriculture. Purchases were made through an American firm of exporters in New York City and payments were made by 30 days' sight drafts against the delivery of merchandise. Among the purchases made was a large assortment of agricultural implements and considerable quantities of wheat for planting purposes. Dr. Moreira speaks of the courtesies extended to him by the Department of Agriculture in Washington, where he was assisted in the selection of thoroughbred animals for breeding purposes and in the purchase of barley, oats, and rye for planting in Brazil. He also purchased 20 head of Jersey cattle as well as 10 Guernseys. More than 200 head of thoroughbred hogs were also purchased, as well as various chemicals for insecticide. His purchases also comprise 400 tons of tinplate, which have arrived in Brazil.

FARM WAGES IN FIFESHIRE, SCOTLAND.

[Consul H. D. Van Sant, Dunfermline, Aug. 2.]

According to figures gathered at a recent meeting of the National Farmers' Union at Cupar, in the Dunfermline consular district, the amount of wages received by farm laborers or servants in Fife at the present time is \$300 yearly, while the value of housing and perquisites brings this sum up to about \$575. This is an average of over \$11 per week to a farm servant, claimed at the meeting as the highest rate of farm wages paid in the United Kingdom.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Coffee-----	27409	Machinery-----	27407, 27410, 27412
Electric motors and supplies--	27412, 27413	Oil seed-----	27406
Fish nets-----	27404	Photographic supplies-----	27403
Iron and steel products-----	27405	Pumps-----	27410
Leather-----	27408		

- 27403.*—An agency is desired by a man in France for photographic apparatus and supplies. Correspondence in French. Reference.
- 27404.*—A man in Jamaica desires to purchase fish nets and seines for sea fishing industry. Cash will be paid. Correspondence may be in English.
- 27405.*—A representative of manufacturers of metallurgical products in France desires to enter into relations with American manufacturers of iron and steel products, with a view to trade after the war. Correspondence may be in English. References.
- 27406.*—A firm in the Netherlands wishes to be put in touch with manufacturers and exporters of oil seed and oil cake, in parcels or cargoes, as convenient. Terms, cash against documents or confirmed credit. Correspondence may be in English. Reference.
- 27407.*—A man in France desires to represent American paper and printing machinery manufacturers. Correspondence in French. References.
- 27408.*—A man in Italy desires to receive offers to import as agent large lots of tanners' chamois skins for polishing vehicles and for orthopedic uses; natural leather for valises and saddlery in skins not weighing over 11 pounds, soft, natural or walnut, and also colored and black. Correspondence should be in French or Italian. References.
- 27409.*—A firm in the Netherlands desires to act as buying agents for the usual market grades of coffee. Terms, cash against documents or confirmed credit. Correspondence may be in English. Reference.
- 27410.*—A man in France desires to enter into relations for the after-war trade with manufacturers of hand hoists, centrifugal and piston pumps, also agricultural, industrial, and marine motors. Correspondence should be in French. References.
- 27411.*—An exclusive agency of manufacturers of noncompetitive lines is desired for the Provinces of Valencia, Alicante, and Castellon, in Spain. Correspondence may be in English. References.
- 27412.*—A firm in France wishes to purchase and also secure an agency for electric motors, transformers, cranes, and similar apparatus. Correspondence may be in English. Reference.
- 27413.*—A firm in Switzerland desires to purchase for its own use, large quantities of porcelain insulators for a line with a tension of 250 to 150,000 volt, also the same quantity for the running of an electrical railway with a tension of 15,000 volt. Catalogues and samples are urgently requested. Correspondence may be in English. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

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No. 208 Washington, D. C., Thursday, September 5 1918

CONTENTS.

	Page.		Page.
Further regulation of British wool market	881	Manufacture of rubber-seed oil in Malaya	887
Prices fixed on jute goods in England	881	Special statements prepared by Bureau	887
American shipbuilding since Jan. 1, 1918	882	Oleaginous products of Yunnan Province	888
Larger sales of toilet preparations in Jamaica	883	Wage increases in Yorkshire	889
Stand of American Commerce Chamber in London on national trade-mark	883	Municipal laundries for Uruguay	889
Bergmann tubing for the South American market	884	Growth of South African preserved-grayfish industry	889
Public highways and transportation in Siam	885	Foreign markets for American-made dyes	890
Condensed-milk manufacture in South Africa	885	Proposals for Government supplies and construction	895
New commercial highway in Europe	886	Office of the Bureau of Foreign and Domestic Commerce	895
		Foreign trade opportunities	896

FURTHER REGULATION OF BRITISH WOOL MARKET.

[Cablegram from Consul General Robert P. Skinner, London, Aug. 31.]

War Office gives notice of intention to take possession of all wool noils, excluding merino noils, in respect whereof permit may have been granted. Present order effective September 1, after which sale without permit is prohibited. From September 2 scheme for rationing wool tops and yarns extended to exclude distribution and consumption of noils by woollen manufacturers, spinners, and others. Basis of distribution between spinners and woollen manufacturers will be same as now obtains in case of wool. As between other manufacturers, basis will be consumption for civil orders in 1916.

PRICES FIXED ON JUTE GOODS IN ENGLAND.

[Cablegram from Consul General Robert P. Skinner, London, Aug. 30.]

War Office issues order prohibiting sale within United Kingdom of any jute yarns or goods at prices exceeding schedule annexed; merchants may not sell at prices exceeding schedule prices by more than 5 per cent. No person may make or take delivery of jute yarns or goods pursuant to any contract entered into on or after January 6, otherwise than upon the terms that price provided for any goods remaining undelivered shall be varied in accordance with present schedule prices. Following are among maximum prices: Common 8-pound cops, 7s. per spindle; 8-pound medium spools, 7s. 2d. per spindle; 8-pound sacking chains, 10½d. per pound; 24-pound sacking weft, 9½d. per pound; 12-pound and up carpet warp, 10½d. per pound; heavy jute yarn, 48-pound rove, £85 10s. to £87 10s. per ton; jute cloth, standard Hessian, 9½d. per yard.

If you buy War-Savings Stamps, you also help your country.

78928°—18

881

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AMERICAN SHIPBUILDING SINCE JANUARY 1, 1918.

The Bureau of Navigation, Department of Commerce, has issued the following statement showing the number and tonnage of all classes of vessels built in the United States and officially numbered during the first eight months of 1918, compared with similar statistics for the corresponding period of 1917:

EIGHT MONTHS ENDED AUG. 31, 1918.

Classes.	Atlantic and Gulf.		Pacific.		Great Lakes.		Western rivers.		Total.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Wood:										
Sailing.....	50	37,250	11	6,376	.....	.....	.....	.....	61	43,626
Steam.....	40	33,926	46	100,405	8	3,129	12	1,364	106	147,824
Gas.....	163	17,989	256	44,814	28	516	50	904	497	64,223
Unrigged.....	127	47,986	56	3,892	21	2,310	27	670	231	54,858
Total.....	380	137,151	369	164,487	57	5,955	89	2,938	895	310,531
Metal:										
Sailing.....	4	4,092	.....	.....	.....	.....	.....	.....	4	4,092
Steam.....	a 68	307,280	95	536,995	98	210,348	.....	.....	261	1,054,623
Gas.....	2	55	.....	.....	.....	.....	1	13	3	68
Unrigged.....	b 2	1,340	1	325	1	217	.....	.....	4	1,882
Total.....	76	312,767	96	537,320	99	210,565	1	13	272	1,060,665
Totals:										
Sailing.....	54	41,342	11	6,376	.....	.....	.....	.....	65	47,718
Steam.....	108	341,206	141	646,400	106	213,477	12	1,364	367	1,202,447
Gas.....	165	18,044	256	44,814	28	516	51	917	500	64,201
Unrigged.....	129	49,326	57	4,217	22	2,527	27	670	235	56,740
Grand total.....	466	449,918	465	701,807	156	216,520	90	2,951	1,167	1,371,196

EIGHT MONTHS ENDED AUG. 31, 1917.

Wood:										
Sailing.....	45	24,226	11	10,306	1	19	.....	.....	57	34,551
Steam.....	20	7,007	20	16,638	9	455	6	115	55	24,815
Gas.....	217	16,048	300	31,402	65	916	55	806	637	49,172
Unrigged.....	239	76,351	117	8,548	29	3,902	17	277	402	89,078
Total.....	521	124,232	448	66,894	104	5,292	78	1,198	1,151	197,616
Metal:										
Sailing.....	3	3,383	.....	.....	.....	.....	.....	.....	3	3,383
Steam.....	41	198,808	11	73,667	15	73,794	5	759	72	347,028
Gas.....	7	7,161	.....	.....	.....	.....	2	98	9	7,259
Unrigged.....	3	1,308	.....	.....	4	1,003	1	1,392	8	3,703
Total.....	51	210,660	11	73,667	19	74,797	8	2,249	92	361,373
Totals:										
Sailing.....	48	27,609	11	10,306	1	19	.....	.....	60	37,934
Steam.....	61	206,115	31	90,365	24	74,249	11	874	127	371,843
Gas.....	224	23,299	300	31,402	65	916	57	904	646	56,431
Unrigged.....	212	77,659	117	8,548	33	4,905	18	1,069	410	92,781
Grand total.....	575	334,892	459	140,561	123	80,089	86	3,447	1,243	558,989

a Includes one vessel of 3,427 gross tons built of cement.

b Includes one vessel of 325 gross tons built of concrete.

In addition to the above, there were built for foreigners during the eight months ended August 31, 1918, 20 wooden vessels of 43,064 gross tons. There were built for foreigners during the eight months ended August 31, 1917, six wooden vessels of 3,532 gross tons and 29 steel vessels of 104,758 gross tons.

LARGER SALES OF TOILET PREPARATIONS IN JAMAICA.

[Vice Consul Davis B. Levis, Kingston, Aug. 16.]

There is a good demand in Jamaica as in other tropical countries for toilet creams, lotions, fancy soaps, and other toilet specialties which appeal to women, and the increase in the number of women workers has widened their purchasing power. This fact is shown by the increase of imports of perfumes and toilet preparations, which rose from an average yearly value of \$70,000 in 1914 to about \$115,000 in 1916, but declined in 1917 to \$100,000. This decrease is probably accounted for by the curtailment of transportation and the difficulty of obtaining goods.

Most of the toilet preparations used in Jamaica are imported from England, France, and the United States. In 1914 the United States supplied about 30 per cent of the entire imports of this class of goods into Jamaica. In 1917 imports from America rose to 55 per cent of the total amount of fancy soaps, while 80 per cent of the toilet articles were of American origin; certain of these brands are very popular and well established. It is quite probable that considerable quantities of toilet preparations are entered for import here under the head of pharmaceutical articles. In addition to other toilet waters, \$25,000 worth of bay rum is imported from other West Indian Islands yearly.

Complete Lines Carried in Stock—Import Duties.

This class of goods is sold in drug and department stores, there being no exclusive shops or "beauty parlors" handling them, and complete lines in all grades are carried in stock and attractively displayed. The retail prices are about the same as for similar size packages in the United States. The advertising of certain standard trade-marks of various manufacturers of several countries is carried in the local papers, and the usual methods of publicity employed in the United States to create and stimulate a demand for a certain specialty are applicable here.

The import duty on toilet preparations is 16½ per cent, the same rate applying to samples sent for inspection and samples of miniature size for free distribution. There is no duty on printed advertising matter sent with goods; such literature should be in the English language. Shipments are usually made via New York or New Orleans on terms as agreed upon.

STAND OF AMERICAN COMMERCE CHAMBER IN LONDON ON NATIONAL TRADE-MARK.

The Bureau of Foreign and Domestic Commerce has received the following cablegram from G. M. Cassatt, president of the American Chamber of Commerce in London:

The directors of the American Chamber of Commerce in London passed on August 29 the following resolution: This Chamber agrees with the principle of the National Trade-marks Bill in so far as it will assist in the protection of American markets abroad, provided (1) that the mark contains no emblem or device that would be considered in foreign markets as any indication or guarantee of quality and that it shall be a mark of origin in words only and (2) that it shall be used only in combination with registered American private marks.

BERGMANN TUBING FOR THE SOUTH AMERICAN MARKET.

[Special Agent Phillip S. Smith, Rio de Janeiro, Brazil, July 4.]

If American manufacturers should attempt to produce for the South American market the so-called Bergmann tubing, a kind of electrical conduit formerly imported from Germany, they should be careful about the bending quality of the product. If the material is not suitable to the purpose, the tubes will flatten rather than bend and thus will be rendered unusable. In going around corners it is much more customary to bend the tubes than to use junction boxes or elbows and the wiremen become expert in estimating the length of straight pipe that, when bent, will exactly fit into the place for which it was intended, even when the place contains several reverse curves.

The length of each tube should be 3 meters, as this is the length in which it has always been furnished. Not only are the wiremen accustomed to the length but the height of the ceilings is such that often a single length will just make the drop from the line to the switch, leaving the latter at a convenient distance from the floor. This prevents loss from unnecessary cutting or splicing. When it is desired to splice two lengths or pieces, it is done by means of couplings. For making derivations there are various junction boxes. The 9 and 11 millimeter sizes are the only ones used in quantity, fully 85 per cent of the sales being confined to these two diameters.

Pre-War Prices of Bergmann Tubing—Little Packing Required.

Following are the prices per 100 meters of Bergmann tubing of different sizes f. o. b. Hamburg, in 1913: 7 millimeters—28.80 marks, with a discount of 70 and 2 per cent, or \$2.02 net; 9 millimeters—32.25 marks, with the same discount, or \$2.26 net; 11 millimeters—36.20 marks, with the same discount, or \$2.53 net; 16 millimeters—53.75 marks, with the same discount, or \$3.76 net. For the order from which these prices were taken, each complete tube was to be 3 meters long and equipped with one channeled coupling (Rillen-Muffe). The terms were cash in Buenos Aires against shipping documents. Out of the net prices mentioned, there is still to be taken the agent's commission, which in this case was 5 per cent.

In packing Bergmann tubing for shipment, it is only necessary to tie it in bundles of, say, 50, with a wrapping of some soft material like straw to give a little protection against hard knocks. This material pays duty in most countries, if not all, by weight, and as it is not fragile or easily damaged it should go with as little excess weight as possible.

Growing Demand for Light Steel Conduit.

While the present is a splendid time to sell Bergmann tubing, this type of conduit will probably not be in the same demand in later years owing to the growing demand for standards and regulations in the electrical industry in South America. It is already being replaced to some extent by a light steel conduit similar to the type used in the United States, but not nearly so well made and only about half as heavy. An American firm making Bergmann tubing now might be able to supplement it by a light steel conduit of the type described.

Such steel tubes have been coming from England and some recently appeared purporting to come from the United States. The steel conduit should be half or at least a third lighter than the standard American type. Some steel tubing billed and shipped from Germany

on June 14, 1914, cost as follows, per 100 meters, f. o. b. Antwerp: $\frac{1}{2}$ -inch, 20 marks, with a discount of 3 per cent, or \$4.62; $\frac{3}{4}$ -inch, 23 marks, with a discount of 3 per cent, or \$5.31 net; $\frac{1}{2}$ -inch, 28 marks, with a discount of 3 per cent, or \$6.46 net. At these prices one company alone placed an order for the following amounts: 3,300 meters of $\frac{1}{2}$ -inch; 20,000 meters of $\frac{3}{4}$ -inch; and 10,000 meters of $\frac{1}{2}$ -inch. This order was given in quintuplicate—that is, five shipments were to be made, each consisting of a total of 33,300 meters of steel conduit, each shipment to follow the preceding one at one to three month intervals. Only the outbreak of the war prevented the shipments from being made.

[Further information with regard to Bergmann tubing is contained in Special Agent Smith's report on Electrical Goods in Bolivia and Chile, which was published as Special Agents Series No. 167 and may be obtained for 20 cents from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.]

PUBLIC HIGHWAYS AND TRANSPORTATION IN SIAM.

[Vice Consul Carl C. Hansen, Bangkok, June 20.]

The southern part of the Siamese Kingdom mainly presents an extensive alluvial plain, which is often flooded during the rainy season, making interurban road building difficult and impracticable. Numerous canals, however, traverse this plain in every direction, and these waterways afford every facility for local travel and transportation. In the northern part of Siam and in the Siamese Malaya some road making is in progress in connection with the railway extension, but not of sufficient importance to indicate any extensive use of motor vehicles in the near future.

Besides the customary annual appropriations for the Department of Ways, there appears to have been no allotments made for special road making during last fiscal year.

In Bangkok, the capital, there are some 50 or more miles of macadamized roads and streets, which, together with the numerous and handsome ferroconcrete bridges, are kept in excellent condition for motor traffic. The number of registered motor vehicles in use here approximates 1,100, of which about 300 are trucks of from 1 to 2 tons capacity. The chief use of the latter is transportation of merchandise from the docks and for general delivery.

The prewar price of gasoline was 7 ticals (\$3 gold) per case of 10 gallons, while at present the cost is about double that amount.

CONDENSED-MILK MANUFACTURE IN SOUTH AFRICA.

[The South African Journal of Industries, Pretoria, July.]

An attempt is being made to start a condensed-milk factory in the Malmesbury district of the Cape Province. Production on a small scale has already commenced under the supervision of a man who has had experience of this industry in Europe, and, provided the necessary capital can be raised, there is every possibility that manufacture on a fairly large scale will be undertaken. It is reported that a small condensed-milk factory has been opened at Howick, Natal, and is producing from 15 to 20 cases per day. It is the intention of the directors to open branches of the factory in the Union as opportunity offers.

NEW COMMERCIAL HIGHWAY IN EUROPE.

[Consul General G. Bie Ravndal, Nantes, France, July 31.]

The "Mittel Europa" ambition which rallies Germans to slogans such as "Antwerp-Bagdad," "Hamburg-Herat," "Bremen-Bokhara," and "Berlin-Tabriz" has produced in France a counter movement which aims at providing Switzerland and the Central European hinterland, Bohemia, and other nations an Atlantic port, rendering them economically independent of Germany. This project is arousing special interest at Nantes, whose municipal authorities are conferring with commercial interests in Switzerland with a view to combined action. The business men of Lyon are said to be watching the movement with deep interest, but apparently they have not as yet made up their minds as to whether Nantes and St. Nazaire or La Rochelle or Bordeaux offer the greatest inducements.

Reference was made in COMMERCE REPORTS of March 25, 1918, to the proposed linking up of the Rhine and the Rhone by means of canals that will connect each of these rivers with the navigable lake system of Switzerland. However, it is thought that this important enterprise must be preceded by railroad building having the same end in view. On this score the Loire region is thought to present advantages which can not be equaled. Reference is especially made to the easy grades and straight route, to the fertility and productivity of the territory traversed, and to the manner in which the terminal port lends itself to the introduction of a free customs zone, in which, incidentally, certain merchandise may be remanufactured prior to distribution.

Comparative Distances.

In the matter of comparative distances, the following computation is published in a local newspaper:

Distance from—	To St. Nazaire.	To Nantes.	To La Rochelle.	To Paul- liac.	To Bor- deaux.	To Havre.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
New York.....	3,063	3,093	3,113	3,162	3,187	3,130
Colon.....	4,496	4,526	4,534	4,566	4,591	4,607
Rio de Janeiro.....	4,853	4,883	4,857	4,876	4,901	5,077
Buenos Aires.....	5,943	5,973	5,947	5,966	5,991	6,167
Cape Town.....	5,748	5,778	5,752	5,771	5,798	5,978

It would seem to be conceded that the Loire ports possess the superior advantage as regards distances. They also have the important advantage of a far easier railroad grade inland than other French ports. They furthermore enjoy the exceptional and very essential advantage of an already-existing, practical railroad connection with Lyon and Switzerland.

It is stated that there are no up-to-date east and west railroad lines available except those from Nantes to Nevers via Tours, and from Bordeaux to Marseille via Cette, also that between Lyon and Nevers only a short stretch of railroad needs double-tracking in order to complete an entirely serviceable connection between Nantes, Lyon, Geneva, and Turin. Already the facilities of transport between Geneva and the port of Basel, where traffic meets the Rhine, is excellent.

Modern Dock Facilities—Other Factors Favoring the Loire.

In the matter of port facilities, the war has given St. Nazaire and Nantes docks, railroad yards, and warehouses of an entirely metropolitan comprehensiveness and equipment. The harbor of St. Nazaire distinguishes itself by its accessibility and the ease with which large ocean steamers can approach the quays and unload and depart again without loss of time. Ultimately the Charpentiers bar, which is formed by the silt from the Loire, will have to be dealt with because the capacity of modern vessels is ever on the increase.

It is thought that after the war American passenger and freight traffic with Central Europe as well as with France will tend toward the Loire in preference to the Channel and North Sea ports, which are more distant and which, owing to their location and to meteorological conditions, disproportionally increase the cost of navigation and insurance. American concerns interested in the financing and operation of public works abroad may therefore find attractive propositions awaiting them in the valley of the Loire.

As figured here in Nantes the distance between New York and leading European ports is about as follows: To Liverpool, 3,010 miles; St. Nazaire, 3,063 miles; Southampton, 3,100 miles; Antwerp, 3,325 miles; Altona-Hamburg, 3,455 miles.

MANUFACTURE OF RUBBER-SEED OIL IN MALAYA.

The Department of Agriculture of the Federated Malay States has for some time been conducting experiments in the manufacture of rubber-seed oil, and in a recent issue of its bulletin publishes a report on the results of this experimental work.

The department takes a favorable view of the possibilities of this oil, stating that it needs little refining and that it is obtained from a waste product which is available in large quantities in Malaya, easy to collect, transport, store, and crush. While, under normal conditions, the seeds themselves could profitably be shipped to consuming markets, with transportation facilities such as they now are the shipping of the oil would seem the better course. Oil made from an experimental consignment of seeds sent to the United Kingdom brought \$250 per ton, and \$40 per ton was realized for the residual cake. At the time linseed oil stood at \$300 per ton.

The production of rubber-seed oil, the department states, would not interfere with the market for coconut or sesame oil, as these oils are used chiefly in the form of margarine and cooking fats. They are not used, as rubber-seed oil would probably be, for paints, varnishes, red and white lead, packing compositions, and soft soap.

Special Statements Prepared by Bureau.

Statistics have recently been compiled by the Division of Research, Department of Commerce, on imports of incandescent lamps into various countries for latest available years and on exports of gold and silver ware, jewelry, and gold and silver plated articles from Italy in 1912 and 1913.

OLEAGINOUS PRODUCTS OF YUNNAN PROVINCE.

A report on the oleaginous products of Yunnan Province, China, prepared by the commercial attaché of the Haifong-Yunnanfu Railway, appeared in a recent number of the *Bulletin Economique de l'Indochine*. The most widely cultivated of the oilseeds in Yunnan, this report states, is colza. Its production has increased since the war owing to the high price of mineral oil. It is sown in Yunnan from September to November, and the principal harvest is in April and May. The colza oil is of good quality, of golden color, and has very little sediment. It is produced in various districts. The oil yield from districts in the railway zone is from 3,100 to 3,500 tons, representing 10,370 to 11,570 tons of seeds treated by primitive native methods. The average yield in oil cake, after the extraction of the oil, amounts to about 67 per cent. The cakes weigh 4 to 5 catties (catty=1½ pounds).

Rapeseed is next to colza in importance. It is harvested in September and October, and yields the same proportion of oil as colza. The total production in the railway zone is 6,000 to 7,000 tons of seeds, yielding 30,000 to 35,000 piculs (picul=133½ pounds) of oil.

Sesame is cultivated in almost all districts, though on a small scale, its use in sweetmeats and for food being restricted. Three varieties are cultivated, known as white, yellowish, and black from the color of the seeds. The white gives the best yield and its oil is the most valued. The district of Yuan Meng is one of the chief producing centers; the yield is 300 to 400 piculs. Yunnan could produce large quantities of sesame if a demand arose for it.

Groundnuts, Castor Beans, and Other Oil Seeds.

Groundnuts (peanuts) are widely cultivated and are used in sweetmeats and for food. They come on the market from November to February. The total production in the railway zone is 21,000 to 26,000 piculs. The unshelled nuts are sold in "lots" of 950 to 1,000 catties, and each "lot" yields 220 to 230 catties of oil, or about 22 to 25 per cent, though at times the oil yield is not more than 15 per cent. The waste from husks is 25 to 30 per cent. The yield in cakes is 129 to each 1,000 catties of nuts, the cakes being similar in weight to those of colza.

Castor beans grow practically wild. Chinese firms at Yunnanfu estimate that they could supply about 50 tons per annum. Native oil shows a comparatively high degree of acidity, but more careful cultivation might remedy this defect.

Wood oil is produced in various districts. At present it is possible to purchase 100 tons per annum, but this amount could be increased if a demand arose.

Among other oleaginous products of Yunnan may be mentioned cotton seeds and those obtained from a fruit which is a kind of persimmon. Cotton seeds are rarely employed for the manufacture of oil, but are used principally to feed animals. These seeds come on the market in considerable quantities. The oil extracted from the persimmon-like seed referred to is used locally; the quantity produced is probably important, but no estimate is possible.

The city of Cienfuegos, Cuba, expects shortly to put in a water system costing \$1,000,000.

WAGE INCREASES IN YORKSHIRE.

[Consul Augustus E. Ingram, Bradford, England, Aug. 12.]

In accordance with the sliding-scale agreement adopted last April for the settlement of the necessary wage advances in the dyeing trade, there is to be a further advance this month (August). The index figure of the Board of Trade estimate of the cost of living having shown another advance, wages are to be raised above pre-war rates as follows: Time-workers to 81½ per cent, pieceworkers to 65½ per cent, and pressers to 49½ per cent; these rates to remain in force for a period of three months.

The National Association of Unions in the Textile Trade recently presented a claim for an advance in war wages on behalf of a considerable number of constituent unions (about 250,000 workpeople being affected), and upon the matter being presented to the Committee on Production in London, two awards were very promptly issued and published on August 8. The employers' associations concerned were the Woolen and Worsted Trades Federation, the Bradford and District Commission Manufacturers' Association, and the West Riding Spinners' Federation. Briefly, the awards were that the present war wages advance for time-workers shall be increased to 81½ per cent, such percentage not to exceed 24s. 6d. (\$5.96) per week; 65½ per cent to male pieceworkers, 69½ per cent to female pieceworkers, and 51 per cent to blanket raisers. (The former percentages were time-workers 72½ per cent, male pieceworkers 58 per cent, and female pieceworkers 62½ per cent.) Payment under these awards is to be made as from the pay day in the week ending August 2 and shall include the pay week preceding that day.

MUNICIPAL LAUNDRIES FOR URUGUAY.

[Consul William Dawson, Montevideo, July 17.]

According to a law of June 27, 1918, the Uruguayan Government is to construct municipal laundries or washing places (lavaderos) in all the cities of the Republic. These buildings are to be completed within four years and are to be erected in series of four, the first four to be built in Salto, Paysandu, Mercedes, and San Jose. The Government is authorized to expend not to exceed 22,000 pesos (\$22,750) per year for the purpose.

If the municipalities have the necessary funds, they may construct their own washing places, which must, however, conform to the requirements of the Government. The buildings will, after completion, be turned over to the municipalities.

GROWTH OF SOUTH AFRICAN PRESERVED-CRAYFISH INDUSTRY.

[The South African Journal of Industries, Pretoria, June.]

After several crayfish-canning factories in South Africa had been unsuccessful and had closed down, a small factory was opened in 1902 and 11 factories are now engaged in the industry. In 1917, the first year for which separate figures for exports of preserved crayfish are available, the quantity shipped oversea was 4,162,536 pounds. The following figures show the exports for previous years of preserved fish, most of which is crayfish: 1913—2,940,167 pounds; 1914—3,003,892 pounds; 1915—3,885,850 pounds; and 1916—3,761,868 pounds.

FOREIGN MARKETS FOR AMERICAN-MADE DYES.**ADEN.**

[Consul Addison E. Southard.]

The Aden Port Trust returns show imports of dyestuffs under four headings, of which synthetic indigo is by far the largest. The other three headings in the order of their importance are other sorts of dyes (principally lac dye), aniline dye, and saffron. In normal times the imports of all dyes into Aden average about \$150,000 in value per annum.

There has been during the past two years a great shortage of dyes in the local market, particularly in synthetic indigo and aniline red. The principal sale for these two dyes has been in the Aden hinterland and in Arabian Red Sea Provinces. The Arab men in those districts dye all of their clothing an indigo blue when they can secure the dye, and the women demand an aniline red for use in coloring many of the garments which they wear. These Arabs grow some vegetable indigo, but, owing to the defective methods of preparing dyestuffs from this source, they seem to find the synthetic indigo cheaper and more satisfactory. They have also been able to obtain some vegetable indigo of a good and satisfactory quality from Indian sources, but no large amount of trade has been established in this product.

Indigo Blue in Greatest Demand.

German-made synthetic indigo has dominated this market, and during the first two years of the war there were sufficiently large stocks of this dye on hand to prevent any real shortage. Local dealers state that just before the war this dye retailed in Aden for 1½ rupees (\$0.49) per pound, but a year ago the price had gone up to 6 rupees (\$1.95) per pound. There is now little, if any, obtainable. The demand for indigo blue offers the greatest opportunities for American-made dyes, and because of the great fondness of the Arab for this color the matter of price in the absence of competition is not of the usual importance. Practically all of the dye is for home use, and as the purchasing power of the people is in general quite limited they can buy only small quantities at a time. Half-pound and pound tins are the most desirable for the trade, and the tin should either be colored or have a wrapper the exact shade of color to be obtained by using the contents.

The small amount of vegetable indigo in the market is in the shape of round balls or small cakes. Before the war this article sold in the Aden market at the rate of about 10 cents per pound. It is now sold at 30 cents per pound. This dye is not, however, of great importance when the synthetic indigo is obtainable.

Aniline Red Dyes Sell Well.

The dye classified in the Port Trust returns as aniline is almost entirely of a semidark but brilliant red in shade. As has been stated, the Bedouin women use a great deal of this in dyeing their clothing. They are just as eager to get it as the men are to get the indigo blue, and the price in the absence of competition is, therefore, of minor importance, although a consideration in establishing a permanent trade. A German-made dye supplied this demand also before

the war, but for the fiscal year ending March 31, 1917, there were no imports of any origin recorded. Local dealers state that the Aden retail price of the German dye in 1914 was at the rate of about 30 cents per pound, but a year later it had trebled in price, and at the present time there is none in the market. This dye also should be supplied in half-pound and pound tins, with the wrapping thereof colored the same shade of red as would be produced by the contents.

Temporary Demand for Lac Dye—Saffron Has Several Uses.

Lac dye is imported from India in appreciable quantities, and is used for scarlet dyeing. This dye, however, was being replaced to some extent by German products, and the present demand may be considered as more or less temporary. As in the case of other dyes the Arabs are the best customers for lac dye. In normal times it sold in 1-pound tins at 30 to 35 cents per tin.

The only other dyestuff of importance in the local market is saffron, which has also uses other than for dyeing. This is an orange-red color, of vegetable origin, and is imported mainly from India. It is used as a stimulant and in cooking. Arabs, Indians, and Somalis like it in their rice because of the pleasing odor and color thereby produced. It is also extensively used in coloring pastries and sweets made for the native trade. The Hindus in Aden use it in religious practices to color their foreheads. The saffron in the local market usually consists of the orange-red leaves of the plant from which it is obtained and comes in several grades, ranging normally in price from 2 to 30 rupees (\$0.65 to \$10.73) per pound. Present prices are nearly double.

Imports of Dyestuffs Into Aden.

The following table compares the imports of dyestuffs into Aden in the normal year of 1913-14 with those of 1916-17. The item of "all other" in this table, while made up largely of lac dye, also includes a fair proportion of tanning materials, which are not classified separately in the Aden Port Trust returns.

Dyes and dyestuffs.	1913-14		1916-17	
	Hundred-weight.	Value.	Hundred-weight.	Value.
Aniline.....	719.5	\$18,658	.....	.....
Indigo, synthetic.....	1,429.2	123,031	14	\$2,435
Saffron.....	.5	92	5	719
All other (principally lac dye).....	5,979.0	43,876	2,198	22,998
Total.....	8,128.2	185,657	2,217	26,152

The commercial language of Aden is English, but the dye trade is largely among natives who speak Arabic. Labels may be in either English or Arabic, but preferably in both. Tins only should be used for the dye, and the matter of colored labels already referred to is important. The currency in use here is the Indian rupee, and local importers prefer quotations either in that currency or in terms of sterling. The only local bank is a branch of the National Bank of India (Ltd.).

[A list of Aden dealers in dyes may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 102997.]

CHINA.

[Consul Myrl S. Myers, Swatow.]

As a result of a "Trade Opportunity" published in **COMMERCE REPORTS**, a local import and export firm [the name of which may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 104003] is in touch with several American manufacturers of aniline and synthetic indigo dyes and expects to receive trial shipments soon. If these prove satisfactory a good business should readily be developed in this line.

The value of aniline dyes imported into Swatow in 1913 was \$50,377, and in 1914, \$69,261. Imports of synthetic indigo amounted to 963,733 pounds, valued at \$109,215, in 1913, and 1,452,000 pounds, valued at \$293,481, in 1914. Since 1914 new supplies of German dyes have not been available and up to the present no others have made their appearance. There is no doubt that an excellent opportunity exists for American dyes in this market.

For this market the dyes should be put up in tin cans of one catty (1½ pounds) each. Just before the war artificial indigo was rapidly supplanting the locally produced vegetable indigo in the dyeing trade, but since then the production and use of native indigo have greatly increased.

Red dye is used largely for coloring paper, while indigo is used for native cloth.

[Consul G. C. Hanson, Chungking.]

Swiss Dyes Sold in Chungking.

With reference to a possible opening for American dyes in the Chungking district, a local Swiss firm has stated that some time ago they imported about \$31,690 worth of Swiss dyes into Chungking. It took them more than a year to sell out this stock, part of which was shipped to Chengtu, the provincial capital. Under normal conditions the dye business would be good, but at present it appears hopeless to this firm, which is not anxious to import a further supply. Judging by prices quoted by American firms manufacturing dyes, the firm believes that American dyes could not possibly compete with Swiss dyes, which are far cheaper. It was further stated that to push the dye business much advertisement must be done and considerable capital must be used, as it has been the local custom to allow long credits when selling the dyes to dealers. Volume of sales appears to be dependent upon the length of credit granted.

Local Firm Wishes to Handle American Dyes.

On the other hand, a local American merchant [whose name may be obtained at the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 102858] states that there should be great possibilities of selling American dyes in this market, as before the war German firms did a very large trade in dyes here. His firm would like very much to become the selling agents for some American dye firm if satisfactory arrangements can be made. He adds that during the war most firms are loath to ship goods on consignment and that they generally demand cash against documents, which makes it difficult for the buyer on the

field. He has already placed a small order with an American firm for dyes.

It appears that in order to secure the business which the Germans formerly had in this district it would be necessary for the American dye manufacturer to advertise his wares extensively, quote low prices and liberal terms at the start, and to exercise considerable patience in the matter of getting established among the Chinese. After the trade is secured it should prove lucrative. Rather than work directly with Chungking, it might be advisable for American firms to have a representative at Shanghai or Hankow and to carry, if possible, stocks at either of those cities. These stocks could be sent up to Chungking when needed and ordered.

MOROCCO.

[Consul General Maxwell Blake, Tangier, July 6.]

Practically all aniline dyes imported into Morocco before the war were of German origin. As a result of the absence of paper factories or establishments for the coloring or printing of textiles or other enterprises requiring quantities of dyeing material, the importance of the trade in this article in Morocco has been extremely limited up to the present time.

The aniline dyes imported into the country are exclusively used by the Moorish dyers of silk and woolen thread and native leather. In the year 1913, the last year in which the import trade of Morocco may be considered of a normal character, these imports were as follows:

Country of origin.	Pounds.	Value.	Country of origin.	Pounds.	Value.
France.....	670	\$195	Austria.....	882	\$191
England.....	1,212	54	Netherlands.....	2,502	438
Germany.....	28,283	7,214			
Belgium.....	3,066	1,018	Total.....	36,645	9,170

Small Import of Aniline Dyes—Popular Colors.

Little attention has been given to aniline dyes in Morocco by the general importing trade. Such articles may be said to be handled in this country as a secondary line by import commission agents. Since the war almost unappreciable quantities of aniline dyes have been imported into this country, and it is reported that the quality is much inferior to that of the product formerly imported from Germany.

The colors principally in demand are fuchsine, orange, violet, poppy color, and blue. German colors were presented in the form of crystals and powder, but crystals enjoyed a much greater preference. Both crystals and powders required simply to be mixed with water. No dyes would be acceptable to the native dyers of Morocco if acids, salts, or other chemicals were necessary in their preparation for use. The dyes were packed in tin boxes containing 500 grams (1.1 pounds) net each.

[A list of firms in Morocco which may be interested in representing American manufacturers of aniline dyes may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 104893.]

STRAITS SETTLEMENTS.

[Consul General Edwin N. Gunsaulus, Singapore.]

There is a good market in British Malaya for the sale of American-made dyes, but it is absolutely essential that local conditions and methods be thoroughly studied by dye and chemical experts before any trade of importance can be developed.

The dye industry is principally in the hands of Chinese, who purchase their supplies through local European importers and distributors. Most of the cloth dyed is used in the manufacture of clothing, and in view of the fact that the bulk of the population is of the Chinese race, many unusual shades and colors are in demand.

Chinese Use Old Methods of Dyeing.

There are many reasons why a clear understanding of local conditions is essential. One reason is that the Chinese engaged in the dyeing industry generally hold to old methods, and although many of them purchase modern dyes, some of these dyers mix with the European product crude local dyes made from banana peels, mangrove bark, and other products of the Malay Peninsula. Such a mixture has a chemical effect on certain dyes and renders them useless or unsatisfactory. A chemist or dye expert would be able to show the consumer that his method of dyeing, not the imported dye, was at fault.

Manufacturers in one of the European countries, which largely supplied the Straits Settlements with dyes before the present war, sent trained men to the Orient to study the market and familiarize themselves with the needs of the country. These representatives not only placed their products on the market, but they did much to educate the native consumer in the use of modern dyes. Intelligent young Chinamen were sent to Europe at the expense of the manufacturers and given a thorough training in the large dye works and laboratories. These men returned to the Orient, and their services proved very valuable.

Manufacturers Should Study Local Trade Conditions.

The shades and color effects desired by the local trade must be studied and understood before American manufacturers can secure a share of the dye trade of Malaya. An instance is related to show the great importance of this. A certain black effect is very popular with the Chinese. Some years ago the local dyers secured this color by dipping the cloth about fifteen times in a cold indigo solution, the cloth being laid in the sun to dry between dippings. This process was laborious and expensive. The representative of a European manufacturer studied this color and as a result this concern soon placed on the market a dye that would produce the proper shade with one dipping. It was necessary for the dye to be at a high temperature when the cloth was dipped, and therefore the next and probably the most difficult problem was to persuade the dyers to alter their methods, which necessitated raising the vats to make room for a fire beneath. Although the Chinese were slow in making the necessary changes and accepting the new method, the manufacturer eventually developed a good demand for this particular dye—a demand which could never have been produced by the sole use of letters and samples.

VENEZUELA.

[Consul Frank Anderson Henly, Puerto Cabello, June 17.]

The demand for aniline dyes in the Puerto Cabello district is small and confined chiefly to the two cotton mills which are operated in Valencia. There is also a small dyeing establishment in that city which imports for its own use. In addition, occasional very small orders for dyes are sometimes placed by general merchants and importers of drugs.

Venezuelan import statistics do not show dyes separately. It is known in a general way that before the war Germany was the sole source and that now the United States occupies this position. Up to date the value of dyes exported to Puerto Cabello from the United States during the current year, according to the export declarations, has amounted to slightly less than \$3,000.

[The names of the users of dyes mentioned above may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 103330.]

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Lumber, No. 5393.—Sealed proposals will be received by the Superintendent of Lighthouses, Charleston, S. C., until September 20, 1918, for 47,000 feet, board measure, cypress lumber, to be delivered in ship's tackle at Charleston, S. C., Georgetown, S. C., Savannah, Ga., Brunswick, Ga., Jacksonville, Fla., and Fernandina, Fla., or Palatka Fla.

Dental equipment, No. 5394.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until September 10, 1918, for acidum trichloracetum, eugonol, mercury, paraform, alloy balances, instrument boilers, oak office cases, rubber-dam clamps, root-canal cleaners, dental engines, drills, mandrels, forceps, alcohol lamps, etc.

Wood piles, No. 5395.—Sealed proposals will be received at the office of the Mississippi River Commission, first and second districts, Memphis, Tenn., until September 18, 1918, for furnishing about 3,000 wood piles.

Repair of vessel, No. 5396.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until September 11, 1918, for docking and repairing Ram Island Reef Light Vessel.

Earthwork construction, No. 5397.—Sealed proposals will be received at the office of the Mississippi River Commission, first and second districts, Memphis, Tenn., until September 28, 1918, for constructing about 731,000 cubic yards of earthwork in the Upper and Lower St. Francis Levee Districts.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Artificial dyes-----	27420	Leather, hides, and skins-----	27420
Automobiles and tractors-----	27419	Leather oils-----	27420
Buttons-----	27417	Machinery-----	27415, 27416, 27419, 27422
Canned goods-----	27414	Mirrors-----	27417
Electrical appliances and machines-----	27421	Saccharine-----	27414
Food products-----	27419, 27424	Screws-----	27415
General merchandise-----	27417	Sheet iron-----	27415
Horseshoe nails-----	27418	Tanning materials-----	27420
Ink, printing-----	27423	Tools-----	27417
Laces, boot-----	27417	Wax-----	27420

27414.*—A firm in England desires to purchase or to act as agents for saccharine, tinned salmon, and sirups and treacle. Terms, cash against documents. Reference.

27415.—A firm in Italy desires to purchase black sheet iron, 0.12 to 0.15 millimeter thick; wood screws, No. 10 and No. 12; automatic machines for making wood screws; and braiding machines for braiding tubular shoe strings, for circular braid of about 50 spins. References.

27416.*—An agency is desired by a man in France for implements and machinery of all kinds. Correspondence in French. Reference.

27417.*—A man in England wishes to secure an agency for the sale of American goods, including boot laces, buttons, mirrors, tools, etc. Reference.

27418.*—An agency is desired by a man in Jamaica for horseshoe nails. Correspondence in English. Reference.

27419.*—A man in France desires to act as general agent in Southern France for food products, or machinery, particularly automobiles and tractors. Correspondence should be in French. Reference.

27420.*—A firm in Denmark desires to purchase tanned oak sole leather, black and colored box-calf, black and colored kids, black and colored and white alum grain sheepskins, fancy hides for furniture upholstering, fancy hides and skins for the manufacturing of trunks, pocketbooks, etc., tanning and dyewood extracts, tanning chemicals, artificial dyes, leather oils, and degreas wax. Terms, cash against documents. Correspondence in English. References.

27421.*—A man in France wishes to secure an agency for electrical appliances and machines. Correspondence in French. Reference.

27422.*—A firm in Costa Rica desires to purchase mills to grind corozo and palmiche nuts, of a capacity of two tons per day. Quotations should be f. o. b. New York. Terms, cash against documents. Correspondence preferably in Spanish, but English may be used.

27423.*—A firm in China desires to purchase printing ink for letterpress and lithographic work in different colors, to be packed in one-pound tins, 200 pounds to a case, for transshipment at Shanghai. Terms, cash with order against documents, or through bank in China. Correspondence in English. References.

27424.*—A man in France desires an agency for food products. Correspondence in French. Reference.

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Washington, D. C., Friday, September 6

1918

CONTENTS.

	Page.		Page.
Tampico oil shipments in July.....	897	Need of electrical supplies in South	
Condition of Egyptian cotton crop.....	897	Africa.....	902
Talc resources and production of South		Small Dominican cacao and tobacco	
Africa.....	898	crops.....	903
China's trade in dyes.....	899	Fruit crops in the Netherlands.....	903
New stock exchanges in Shanghai.....	899	Italy requisitions combed wool tops.....	903
Changes in enemy trading list.....	900	Bank of Finland's report for 1917.....	904
Small demand for musical instruments		Consumption of alcoholic liquors in	
in Foochow.....	901	Jamaica.....	904

TAMPICO OIL SHIPMENTS IN JULY.

[Consul Claude I. Dawson, Tampico, Mexico, Aug. 10.]

Declared exports of crude oil and petroleum products from the Tampico district to the United States in July, 1918, amounted to 3,435,545 barrels. The movement from Tampico was 2,783,300 barrels, from Tuxpan 441,245, and from the new shipping point of Port Lobos 211,000 barrels.

Shipments to points other than the United States during the same period were reported as 1,309,290 barrels—676,916 barrels from Tampico and 632,374 barrels from Tuxpam. The gross exports, therefore, reached a total of 4,744,835 barrels, a total greater than for any previous month during the present year.

The Tampico shipments of refined products included 1,025,500 barrels of reduced crude, 110,000 barrels of distillate, 95,000 barrels of topped crude, and 40,000 barrels of naphtha.

CONDITION OF EGYPTIAN COTTON CROP.

[Consul Arthur Garrels, Alexandria, July 3; data taken from June Bulletin of Ministry of Agriculture.]

The weather was windy during the first half of June and exceptionally hot in the middle of the month, but on the whole was more favorable than during May. The water supply was abundant. The usual watering, hoeing, and thinning are still in progress in the late cotton.

The cotton worm attack is generally light. The work of hand-picking and burning leaves infected with egg masses is being vigorously carried on. In rare cases only have newly-hatched eggs been found. The pink bollworm is reported to be present in the stigmas of flowers examined in Sharqiya Province, and the common bollworm has been noticed in the terminal shoots in the Beheira district.

The crop, favored by the weather, has considerably recovered from the effect of a much-retarded start. Flowering is profuse, and the formation of bolls has begun in early sown areas.

TALC RESOURCES AND PRODUCTION OF SOUTH AFRICA.

[The South African Journal of Industries, Pretoria, June.]

Talc has a wide distribution in the older rocks of the Union of South Africa, but has hitherto been worked only in the Barberton district of the Transvaal and in one or two other localities. In the Barberton district the talc occurs in the form of nearly vertical bands up to 15 feet in thickness, bounded by smooth joint planes, the "country" being a pale, dirty grayish or greenish massive ultrabasic rock, rich in magnesia, belonging to the Jamestown series. The purest form of reef matter constituting the first quality of "ore" is a delicate, pale greenish, subtranslucent rock possessing a well-developed fibrous structure, the slightly curved fibers being arranged more or less parallel with one another. Dark-colored varieties, often deep green and quite opaque, form the second quality of ore. Gold occurs in the talc as thin smears and films on joint planes, and the occurrence was originally worked as a gold mine. At present gold is a by-product of the talc-mining operations. The deposits have been opened up by means of shafts and tunnels and the reserves of talc are said to be enormous.

Methods of Manufacturing First-Grade Talc Ore.

The talc mined goes to a dressing plant, in which the first and second grades of ore receive separate treatment. The better quality of talc is introduced in the form of small lumps into a disintegrator of the "cyclone" type, where it is ground to a fine powder, which is carried upward into a vertical elevator pipe by a strong current of air generated by a blower attached to the disintegrator. The most finely comminuted talc passes out of the top of the vertical pipe into a long, sausage-shaped vertical canvas balloon and drops into a receiver below as soon as the machinery stops. The material thus collected forms the best quality of ground talc. It is used principally for toilet and medicinal purposes. The coarser talc powder that does not reach the top of the vertical elevator pipe is carried off by means of a side piece to a very fine horizontal silk screen. The talc remaining on this screen is reground; that which falls through constitutes the second grade of ground talc. It is used for cleaning and drying corn and other cereals, for making soap and grease, for facing molds in brass foundries, and for treating the wounds and skin diseases of cattle.

Manufacturing Lower Grade Talc—Talc for Paper and Rubber Making.

The lower grade of talc ore is sent through a five-stamp battery, in which any gold present is recovered, while the talc tailing, after being passed over a Wilfley table, is dried and screened. The talc thus obtained is used by boot manufacturers for leather dressing and finishing in the manufacture of paints and distempers, by garages and rubber manufacturers, in the preservation of eggs and fruits, and for making imitation stone and tiles. Part of the talc mined is cut into slabs for the manufacture of acetylene-gas burners, into square and round slate pencils, and into thicker engineer's pencils, which are used in large quantities by the South African railways.

The better grades of ground talc have been found well adapted to the manufacture of paper and rubber, and as the talc can be cheaply mined and railaged from Noordkaap Siding to Delagoa Bay is only 3s. 6d. per ton, it is confidently anticipated that a big export trade

will be established in it when shipping space for this purpose is once more available.

Production Outside of Barberton District—Total Production.

Ground talc is also being prepared in Johannesburg from a talcose schist, said to occur in the old granite to the north of Krugersdorp, Transvaal. No information regarding the deposit is available. Ground talc suitable for covering boilers and steam pipes is being obtained from a talc-tremolite rock near Pomeroy, on the Maceheko River, in Zululand. Massive talc or soapstone is a common mineral in southern Rhodesia, occurring in the Basement Complex in large bodies in a more or less pure form. The fibrous variety used in paper making also occurs; the writer has seen some very fine specimens of foliated talc from this territory. A number of talc claims have been pegged in different localities, but as yet no attempt has been made to work any of the deposits.

The production of talc in the Union of South Africa has been as follows in the last three calendar years: 1915—44 short tons, valued at £218; 1916—132 tons, valued at £586; and 1917—785 tons, valued at £1,962.

CHINA'S TRADE IN DYES.

[Consul M. F. Perkins, Shanghai.]

Germany formerly supplied about 95 per cent of the dyestuffs consumed in China. In order to successfully introduce such products into this field it would seem advisable for other manufacturers to adopt the German plan of introduction. The Continental manufacturers supplied the foremost German house in the trade in Shanghai with an unlimited quantity of dyes of all kinds on consignment and allowed it a commission of 20 per cent on all sales. In addition the manufacturers detailed chemists to this firm's office, who undertook to demonstrate to the Shanghai company's customers the various colors made and, in certain cases, to turn out sample colors upon request.

The following figures showing imports of dyes and dyestuffs from foreign countries into China for the years 1913 and 1917 may be of interest:

	1913.	1917.
Aniline	\$3, 943, 328	
Indigo, artificial	7, 032, 205	\$184, 067
Indigo, vegetable	41, 565	623, 887

In this connection it may be stated that Shanghai transacts 40 to 45 per cent of the total foreign trade of China and is the chief distributing port for northern and Yangtze ports.

NEW STOCK EXCHANGES IN SHANGHAI.

[Commercial Attaché A. W. Ferrin, Peking, July 19.]

The recent action of the Japanese merchants and financiers of Shanghai in establishing a Japanese stock exchange in that city has stimulated the Chinese residents of Shanghai to the inauguration of a similar institution which shall be entirely Chinese. The cotton guild, the cotton-yarn guild, the rice guild, the bean guild, and others are actively interested and it is stated that the central government at Peking has granted a permit for the organization of the exchange. The exchange will be in full operation, it is expected, by August 20, 1918.

CHANGES IN ENEMY TRADING LIST.

The War Trade Board announces the following additions to the Enemy Trading List as of date of September 6, 1918:

ARGENTINA.

Abdala Yabo y Hermano, Buenos Aires.
 Balet, J. Roger (or Jorge), Buenos Aires.
 Barbieri, Alberto, Ayacucho.
 Cohen, Mauss, Levy & Co., Buenos Aires.
 Dreher, Julio, Buenos Aires.
 Duek & Cohen, Calle Azcuenaga 645, Buenos Aires.
 Duek, Simon, Buenos Aires.
 Gomez, Boglietti & Co., Buenos Aires.
 Guilbert (or Gulbert), David, & Co., Buenos Aires.
 Herber, Gustav, Buenos Aires.
 Hugel, Walter, Concordia.
 Jacobi & Marx, Buenos Aires.
 Jacobi, Sigismundo (of Jacobi & Marx), Buenos Aires.
 Marx, Mauricio¹ (of Jacobi & Marx), Buenos Aires.
 Mussi, Francisco, Buenos Aires.
 Mutz, Santiago, Buenos Aires.
 Pernas, Hermanos, Santa Cruz.
 La Refinadora de Buenos Aires.
 Schopflocher & Sichel, Buenos Aires.
 Van Hulsteyn, Vocke & Co., Buenos Aires.
 Vendrell, Delfin, Buenos Aires.
 Zeitune (or Seitune) & Asbani, Buenos Aires.

BOLIVIA.

Compañía Boliviana de Wolfram, La Paz.
 Montano, Venancio, Cochabamba.
 Monterde, Manuel, Sucre.
 Pastor, Juan Manuel, La Paz.
 Rabdl, Alejandro, Oruro.
 Schuett & Co., La Paz.
 Schultz, G., La Paz.
 Schultz, Heinrich (La Estrella), La Paz.
 Vasquez, Juan, Potosi.
 Voss, Juan, San Ignacio, Velasco.

BRAZIL.

Alves, J. B., Rio Janeiro.
 Estabelecimento Industrial Montana (E. Spiller, jr.), Rio de Janeiro.
 Loeser, Carlos, Aracaju.
 Samuel, Mauricio, Manaus.
 Schaltza, Oscar, & Co., Porto Alegre.
 Stuck, Otto, Sao Paulo.
 Tavares, M., & Arruda, Corumba.

CUBA.

Quintana & Co., 24 St. Isidro Street, Habana.

ECUADOR.

Riera, Martin, Guayaquil.
 Sierra, Jose, Guayaquil.

GUATEMALA.

"Esmeraldas" Plantacion (Finca "Esmeraldas," Enrique Hermann), Costa Cuca.
 Frank, Victor, & Co., Champerico.

HONDURAS.

Abarca R., Justo, Amapala.

MEXICO.

Astrain, Valerio, & Co., Pachuca.
 Berens, Alfredo, Puebla.
 Boletin de Guerra, Mexico City.
 Boletin de Informacion, Guadalajara.
 Botica del Zocalo (Rafael Diaz & Co.), Orizaba.
 Brun, E., & Co., Colima.
 Caamano, Nicolas (La Prensa del Dia), Orizaba.
 Candado de Oro, El (Richard Hermanos), Orizaba.
 Casam & Primo, Vera Cruz.
 Collignon, Eduardo, Guadalajara.
 Conti, Diaz, Mexico City (of Gugenheim & Bolaresque).
 Degener, Adolfo, Vera Cruz.
 Diaz, Conti, Mexico City (of Gugenheim & Bolaresque).
 Diez (or Diaz), Rafael, & Co. (Botica del Zocalo), Orizaba.
 Giron, Miguel, Tapachula.
 Goebel, Andres, Mexico City.
 Hamburgo-Bremense of Hamburg, Mexico City.
 Ilustracion, La (Restoy, Andres), Tampico.
 Iwerson, Emilio, Mexico City.
 Keller, Emil, Chihuahua.
 Kulhmann, Gustavo, Colima.
 Meenen, Gerard, Mexico City.
 Mendez, Augustin, Guadalajara.
 Cia. Mercantil Occidental, S. A., Guadalajara.
 National Prussian of Stettin, Mexico City.
 Las Novedades de Francia (Menendez y Hnos.), Orizaba.
 Peterson y Witte, Guadalajara.
 Prensa y Witte, Guadalajara.
 Prensa del die. La (Caamano, Nicolas), Orizaba.
 Restoy, Andres (La Ilustracion), Tampico.

¹ To be distinguished from Mauricio Emilio Marx, of the Molineros Harineros y Elevadores de Granos.

Richard **Hermanos** (El Candado de Oro), Orizaba.
Ritter, Fernando, Mexico City.
Ruelas, Frederico, Manzanillo.
Ruelas, Ricardo, Manzanillo.
Schrempel, Juan, Mexico City.
Schweikhardt, Carlos, Guadalajara.
Sieber, Clemente, Saltillo.
Volvre, Emilio, Mexico City.
Zawadski, Conrado, Mexico City.

MOROCCO.

Suarez de Lorenzana, Alberto, Melilla.

PANAMA.

Leer, Albert, Bocons del Toro.

The following persons and firms have been removed from the Enemy Trading List:

BRAZIL.

Nogueira, Candido & Co., Sao Paulo.

COLOMBIA.

Kline Universal, Barranquilla and Cartagena.

PARAGUAY.

Boecker, Carl, Asuncion.
Reverchon, Carlos, Villarice.

SALVADOR.

Meyer, Marcello, San Miguel.

SPAIN.

Sociedad Navarra de Industrias, Pam-peluna.
Azcarate, Cecileo, Lodosa.
Spontjes, Enrique, Lodosa.

VENEZUELA.

Paz, Carlos, Valencia.
Vargas, Eduardo, Maracaibo.

HAITI.

Auxilla, Paul E., Port au Prince.

PERU.

Talledo, Pedro, Lima.

SMALL DEMAND FOR MUSICAL INSTRUMENTS IN FOOCHOW.

[Consul Albert W. Pontius, Foochow, China, July 9.]

There is very little call for "foreign" musical instruments in Foochow or immediate vicinity, such demand as exists being confined to phonographs, the imports of which during the past year amounted to about \$2,000 (all values are in local currency; at present bank rate of exchange \$100 local currency equals \$80 U. S. gold). The machines sold on the Foochow market are of American, Japanese, and British manufacture. The American machine is sold in both the metal-horn and cabinet styles, each style retailing for \$70, while the British one in similar styles sells for \$60. These machines have an oak cabinet and are equipped with double spring and 10-inch turntable, playing two 10-inch records with one winding.

The machines with single spring, 8-inch turntable, metal horn, and oak cabinet, playing one record at a winding, are sold at \$30 to \$35, the latter being of American manufacture. The cabinet machine (without horn) of similar description retails at \$25 to \$30. Japanese machine with 10-inch turntable, metal horn, and oak cabinet is sold at \$21, while the cabinet style (without horn), with 8-inch turntable, sells for \$11.

These machines are all finished in oak, well made, each carefully packed in a wooden case. The local buyer prefers the cabinet style, oak finish, at a cost of \$25 to \$40.

Swedish papers report that the principal timber exporters of Sweden have formed an exporters' trust to handle all timber exports in order to combat the buying combinations that are said to be in the importing countries.

NEED OF ELECTRICAL SUPPLIES IN SOUTH AFRICA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Aug. 26.]

According to the report of the South African Department of Post and Telegraphs for the calendar year 1917, the department has experienced considerable difficulty in obtaining supplies of telegraph, telephone, and postal material from overseas. As a matter of fact, there has been increasing difficulty in this respect ever since 1915, but the position is now becoming acute. Exports from the United Kingdom are restricted to material actually required for the maintenance of existing services and for urgent military or war needs. The Ministry of Munitions is not prepared to grant permission for the manufacture or supply of material for any other purpose, except in very special circumstances. Even after permission is granted, 6, 12, and often 18 months elapse before delivery from the factory is effected. Delay is also experienced owing to the scarcity of shipping space. Negotiations were recently completed for obtaining copper wire from Japan, and a trial order was accordingly placed with a firm in that country. Telephone apparatus has in the past been obtained almost exclusively from a Swedish firm, but this source of supply is not now reliable. An effort is being made to broaden the basis of supply by means of inquiries in other directions, but manufacturers generally of telephone equipment in the allied countries are fully occupied on war work and are not in a position to quote for early delivery.

Increased Cost of Materials Needed.

Since the commencement of hostilities there has been a progressive increase in the cost of all classes of material, more particularly those articles which contain copper, lead, or zinc. The increases at present range from 25 per cent to over 300 per cent. The enhanced prices are primarily due to (a) large demands and restricted supplies, (b) increased cost of production, and (c) high freight charges. The following figures dealing with a few of the articles in everyday use in telegraph and telephone installation and equipment will be instructive as showing the additional expense incurred in meeting public requirements. Delivery of many of the items mentioned has been entirely suspended, and some time will elapse after the conclusion of hostilities before fresh supplies can reach this country.

Articles.	Pre-war rate.			Latest rate.			Increase.
	£	s.	d.	£	s.	d.	Per cent.
308 pairs underground cable.....per mile..	693	0	0	1,840	0	0	165.5
102 pairs underground cable.....do.....	270	15	0	445	0	0	64.8
100 pairs aerial cable.....do.....	288	10	0	416	0	0	44.4
Wire vlr. 7/22.....do.....	13	10	0	21	10	0	61.5
Copper wire, 150-pound.....per ton..	81	13	4	191	0	0	132.8
Iron wire, 400-pound.....do.....	9	17	6	30	0	0	200.0
Solder.....per hundredweight..	4	15	0	12	12	0	186.3
Pore us pots.....per 100.....	1	15	5	3	3	0	80.0
Zincs for batteries.....do.....	12	11	0	2	10	0	280.0
Copper and zincs for batteries.....do.....	2	18	6	9	14	6	234.0
Bichromate compound.....per pound..	..	..	4½	..	1	5½	288.8
Wall telephones, magneto.....each..	2	13	0	7	17	5	196.2
Switchboards, 100-line.....do.....	98	7	0	222	17	9	126.6
Magneto bells.....do.....	..	9	0	1	6	8	166.6

No trouble to buy, cheap, convenient, a real investment—War Saving Stamps,

SMALL DOMINICAN CACAO AND TOBACCO CROPS.

[Consul Arthur McLean, Puerto Plata, Dominican Republic, Aug. 15.]

Cacao and tobacco crops are the two chief crops cultivated for export in the Puerto Plata consular district, which comprises the northern half of the Dominican Republic. Cacao usually furnishes from 60 to 70 per cent of the values and tobacco from 20 to 30 per cent.

There are two harvests of cacao a year in the Dominican Republic, the principal one being in April, May, and June, and a secondary one in November and December. It is estimated that the two crops for 1918 will together amount to 37,500,000 pounds, or 25 per cent less than a normal yield.

There is but one tobacco crop in this island, which is usually gathered in April, May, and June. Owing to the high prices obtained for the 1917 crop, a greatly increased acreage was planted in tobacco, and as a result it was confidently expected that this year's yield would be in the neighborhood of 500,000 seroons of 115 pounds each net (57,500,000 pounds), or double the average. In view of the drought, however, it is doubtful if the yield will exceed 200,000 seroons (23,000,000 pounds), the greater part of which will be exported to France, Spain, Algiers, and Holland. There are still remaining in storage on the island about 108,000 seroons (12,420,000 pounds) from the 1917 harvest.

FRUIT CROPS IN THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, Aug. 5.]

The fruit crops in Holland are below the average this year, on the whole.

A poor crop of pears and apples is expected everywhere throughout the country. The general condition of pears is from bad to a failure, while apples are medium to rather bad. Plums are about the same as apples.

The crop of cherries has been fair. The late varieties are good in some northern sections, but in the southern parts of the country they range from rather bad to failure.

Small fruits have suffered from drouth and various diseases and insects, and therefore the crops were nowhere good, though not a complete failure anywhere.

Outdoor peaches are generally bad. Indeed, no fruits rank as good this year, except those grown under glass. Peaches and grapes thus grown are rather good to very good.

ITALY REQUISITIONS COMBED WOOL TOPS.

[Consul General David F. Wilber, Genoa, Aug. 6.]

A ministerial decree of July 31 ordered that a return of all stocks on hand in Italy of combed wool tops (including those mixed with cotton) and any other material which can be worked by spinning mills for combed wool, English or French system, be made to the Ministry of War by August 10. After that date all traffic in such tops and materials will be by permit only.

BANK OF FINLAND'S REPORT FOR 1917.

[Svensk Handelstidning; transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, Aug. 5.]

The report of the Bank of Finland for 1917 shows clearly the effects of the Russian revolution. The most astonishing thing about the balance is the decrease of the capital stock from 25,000,000 to 4,700,000 Finnish marks (Finnish mark=\$0.193), and the total disappearance of the reserve fund of 62,000,000 marks. Thus about 82,000,000 marks has been used to cover losses. The cause was the unprecedented fall in Russian exchange, whereby the outstanding accounts in Russia were decreased in value by no less than 158,938,909 marks. The exceptional profit made by the bank on other foreign transactions has reduced this loss to 90,893,054 marks. The Finnish Government has now voted 350,000,000 marks for strengthening the balance of the bank, whereby its position is again secured.

The paper currency of the bank on January 1, 1917, was 416,300,000 marks, compared with 766,700,000 marks in 1918, which is an increase of 86 per cent in one year. At the same time the amounts on deposit increased from 146,000,000 marks to 249,000,000 marks, while inland bills of exchange, loans, and cash credits have been but slightly changed. The reduction of the metal reserve covering the paper money is very great. In the third week of December the reserve was 1,068,000,000 marks, while one week later it was only 945,000,000 marks.

CONSUMPTION OF ALCOHOLIC LIQUORS IN JAMAICA.

[Consul Charles L. Latham, Kingston.]

The consumption of rum and other alcoholic liquors in Jamaica may be computed from the amount of revenue paid, which includes a tax on rum made in Jamaica and a duty on imported liquors. The following table shows, in United States gallons, the rum manufactured and used in Jamaica (not including that sold for use outside the island), the amount of spirits imported, and the total consumption of rum and other spirits in the island:

Years.	Rum made and consumed.	Imports of other spirits.	Total consumption.
	Gallons.	Gallons.	Gallons.
1912-13.....	823,574	415,179	1,238,753
1913-14.....	808,285	417,827	1,226,112
1914-15.....	754,183	343,040	1,097,223
1915-16.....	768,771	316,121	1,084,892
1916-17.....	679,062	188,755	867,817

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No. 210 Washington, D. C., Saturday, September 7 1918

CONTENTS.

	Page.		Page.
Italy regulates slaughter of horses.....	905	Cordage trade of western Venezuela.....	908
Salvage of waste war material in Wales.....	905	Catalogue of German metalware.....	908
Foochow's tea trade during current year.....	906	Proposed ironworks north of Peking.....	908
Sea-borne trade of Swansea for seven months.....	907	Proposed improvement of German canal system.....	908
		South African forestry report.....	909
		Foreign trade opportunities.....	912

ITALY REGULATES SLAUGHTER OF HORSES.

[Consul David F. Wilber, Genoa, July 30.]

By a decree of July 24 the slaughtering of horses, asses, and mules suitable for raising or for breeding is forbidden in Italy. The suitability of an animal for raising or for breeding will be determined by the communal veterinary or by an expert appointed by the mayor.

The same decree prohibits the transportation of freshly slaughtered horseflesh from one commune to another.

SALVAGE OF WASTE WAR MATERIAL IN WALES.

[Vice Consul Bernard F. Hale, Swansea, Aug. 14.]

There are two large shipwrecking companies in Swansea—Messrs. Thos. W. Ward & Sons (Ltd.) and the Ship Wrecking Co. The latter firm has its main office in London, with branches in all the important ports of the United Kingdom.

Both concerns have always had a large business in the salvage of warships and cargo-carrying vessels. Within the last few months this business has been extended to include the collection and distribution of waste war material imported from France by the British Government. Formerly, under an agreement with the British Government, the French Government undertook the heavy task of collecting all the salable scrap iron from the battle fields of the western front, and working it up into iron and steel bars. But, with the rapid accumulation of material, it was found necessary to ship considerable quantities of it to this country.

Scrap Iron Used in Local Tin-Plate Industry.

The poorer quality of the scrap iron, such as axles, wheels, vehicle bodies, and wires, are shipped to the ship-wrecking companies here. On its arrival it is carefully sorted over by these firms and distributed to local iron and steel manufacturers, where the greater proportion of it is melted and formed into steel bars for the tin-plate industry. Swansea, within 20 miles of which are located 80 per cent of the tin, terne, and black plate mills in the United Kingdom, is the natural inlet for this waste material.

The entire industry is under Government control. Notwithstanding that half the tin-plate mills in this district have been closed on

account of Government restrictions, a certain amount of tin plate is required by the Ministry of Munitions, and therefore licenses are granted to many manufacturers of this article for the purchase of raw material and scrap iron. The steel bars not used in the manufacture of tin plates are shipped to other parts of the United Kingdom, where they are rolled into steel sheets for the manufacture of shelters used by the military authorities in the trenches.

FOOCHOW'S TEA TRADE DURING CURRENT YEAR.

[Consul Albert W. Pontius, Foochow, China, July 26.]

The war and unsettled conditions in Russia continued to handicap Foochow's trade in black tea, a further decline in export shipments being experienced. At the commencement of the year the stocks of tea in demand in foreign markets were as follows: Congou, 45,489 half chests; souchong, 15,794 half chests; oolong, 5,615 half chests; and pekoe, 824 chests. The business done up to the present has been almost entirely in old teas. When the new season opened in June the stocks of old tea had declined to souchong 10,000 half chests, congou 23,000 half chests, oolong 4,800 half chests, and pekoe 407 chests.

New teas first appeared early in June. Total stocks of new teas arriving to date are: Souchong, 1,300 half chests; congou, 55,000 half chests; and 5,000 chests of flowery pekoe. The valuable flowery pekoe was priced at 200 taels per chest, and the stocks were absolutely immovable at the opening of the market. Up to the latter part of July the only business done in new teas was several hundred chests of medium-grade flowery pekoe and 2,000 half chests of congou for shipment to South America. The prices ruling for congous were 19 to 22 taels—about 3 taels less than last year.

Finest Grades Lacking—Black and Green Tea.

The market generally is not yet open. About 4,000 half chests of old-stock souchongs have recently been purchased for shipment to France. New stocks show very few of the finest teas and the quality all around is inferior to last season. The bad trade had in black teas indicates that the second crop will be very small, with practically no third crop.

Shipments of black tea during the present year totaled 3,000,000 pounds, about half of which was consigned to Chinese ports. Shipments to the United States totaled 571,000 pounds, all old teas, and the present year marked the entry of a local Japanese firm in this branch of the local trade.

The trade in green tea was about the same as last year. Prices ruling ranged from 10 to 24 taels per picul, being somewhat lower than the figure of a year ago. All of the green tea is shipped to North China ports after being scented with jasmine or chloranthus flowers. No figures are obtainable of the stocks of old green teas. The arrivals of new green teas to date total 50,000 piculs, of which amount 8,652 piculs have been shipped from the port.

[NOTE.—\$100 local currency is equivalent to \$82.25 U. S. gold, and the local tael is equivalent to \$1.11 U. S. gold; a half chest contains from 33 to 44 catties (44 to 58 pounds); a picul is equivalent to 133½ pounds.]

SEA-BORNE TRADE OF SWANSEA FOR SEVEN MONTHS.

[Consul M. K. Moorhead, Swansea, Wales, Aug. 14.]

According to advance information supplied by the general manager of the Swansea Harbor Trust the total sea-borne trade of Swansea during the first seven months of 1918 amounted to 2,454,056 long tons, contrasted with 2,379,150 tons during the corresponding period of 1917, 3,282,528 tons in 1916, 3,537,206 tons in 1915, and 4,071,390 tons during January-July, 1914. The total trade (imports and exports) decreased during the first seven months of 1918 as compared with the like period of 1914 by 1,617,334 tons, imports declining by 369,181 tons and exports by 1,248,153 tons.

The slight increase in 1918 over 1917 was due almost wholly to larger shipments of coal, for imports declined, as compared with the previous year, by 58,407 tons. Exports of coal from Swansea during the seven months ended July 31 last amounted to 1,559,092 tons, or 178,634 tons more than during the like period of 1917. Coal briquets increased by 8,901 tons and iron and steel by 7,947 tons.

Chief Articles of Import and Export.

The following table shows the imports and exports in long tons of each principal article at Swansea during the seven months ended July 31, 1914, to 1918:

Articles.	Seven months ended July 31—				
	1914	1915	1916	1917	1918
IMPORTS.					
Tar and pitch.....	Tons. 40,299	Tons. 20,735	Tons. 17,081	Tons. 4,443	Tons. 619
Gas coal.....	1,276	377	423	270	.....
Copper, silver, lead, and tin, with their ores and alloys.....	33,190	28,756	21,690	5,509	833
Zinc ore and alloys.....	33,747	37,809	33,417	51,069	43,009
Iron ore.....	49,481	65,025	39,734	46,987	44,847
Iron, steel, pig iron, and castings.....	81,151	55,430	24,469	36,176	6,600
Steel bars and billets.....	19,262	1,008	537	5,570	.....
Deals, battens, and boards.....	30,995	12,500	6,413	950	1,718
Pitwood.....	60,010	59,505	57,659	25,816	38,785
Bricks, slates, cement, etc.....	26,202	17,379	10,027	8,733	11,484
Sulphur ore, pirites, salts, and chemicals.....	36,402	45,431	81,627	23,332	12,502
Flour, potatoes, etc.....	15,381	13,530	12,550	1,894	13,732
Grain.....	52,627	45,693	50,594	49,402	23,590
Sugar.....	9,717	1,050	1,050	370	170
Fish.....	5,329	3,260	2,661	1,834	2,874
General merchandise (average).....	126,000	87,323	.....	47,940	.....
General merchandise (estimate for year).....	.....	.....	76,480	.....	51,125
Total imports.....	621,069	494,721	436,412	310,295	251,888
EXPORTS.					
Coal and coke.....	2,487,447	2,249,054	2,042,640	1,380,458	1,559,092
Patent fuel.....	565,650	457,479	507,781	475,884	484,785
Copper, copper ore, spelter, etc.....	777	2,735	1,346	464	.....
Iron, steel rails, castings, etc.....	1,537	9,473	6,207	3,013	10,960
Tin, terne, and black plates.....	225,219	175,511	168,917	67,923	53,619
Galvanized sheets.....	30,810	9,859	4,662	975	.....
Alkali, superphosphate, arsenic, etc.....	13,467	18,404	8,974	6,676	4,400
Flour, grain, potatoes, etc.....	8,552	7,445	8,512	6,894	3,865
Ale, stout, and spirits.....	1,362	297	29	.....	86
General merchandise (average).....	115,500	112,223	.....	126,568	.....
General merchandise (estimate for year).....	.....	.....	97,048	.....	85,360
Total exports.....	3,450,321	3,042,485	2,846,116	2,068,855	2,202,168
Grand total.....	4,071,390	3,537,206	3,282,528	2,379,150	2,454,056

CORDAGE TRADE OF WESTERN VENEZUELA.

[Consul Emil Sauer, Maracaibo, Aug. 5.]

The largest users of manila cordage in western Venezuela are the shipping industries and the petroleum and coal development companies. Cordage imported into the Maracaibo consular district was valued at \$35,790 in 1915 and \$57,946 in 1916, the latest years for which official statistics are available.

The development companies import almost all of their supplies direct from the United States through their North American offices. Other users of rope in this district as a rule buy from the local dealers, who themselves either import or purchase at wholesale from the importers.

There are comparatively few importers of rope, and these firms sell at both wholesale and retail. They buy (invariably for their own account) both from American manufacturers direct and from commission houses in New York, but more often from the latter.

[A list of Maracaibo importers of cordage and rope may be had upon application to the Bureau of Foreign and Domestic Commerce or its district and cooperative offices. Refer to file No. 105206.]

Catalogue of German Metal Ware.

Consul William Dawson, of Montevideo, has transmitted to the Bureau a catalogue of German metal ware obtained from a merchant in that city, who states that if American manufacturers can replace the articles previously obtained from Germany, they can find a large market in Uruguay. The catalogue may be examined at the District Offices of the Bureau in New York, and in Boston, by referring to file No. 105348.

Proposed Ironworks North of Peking.

Commercial Attaché A. W. Ferrin reports that a Chinese company is being formed, of which part of the capital will be subscribed by the Government and part by individuals, for the working of iron mines near Hsuanwafu, between Peking and Kalgan. It is proposed to establish a smelting plant. It is reported that the Japanese have made a loan of 20,000,000 yen to finance the development of the mines, which are located at Lungkuanhsien and at Yenfunghsien.

PROPOSED IMPROVEMENT OF GERMAN CANAL SYSTEM.

[Consul General Albert Halstead, Stockholm, Sweden, July 30.]

Although Germany has developed a very complete system of canals and has utilized its natural waterways to a large degree for the transport of freight, the war seems to have made it apparent that a further extension of this system is imperative. When stationed at Vienna I made several reports upon proposed improvements in water transportation in Austria-Hungary [see *COMMERCE REPORTS* for June 3, 1916, and January 17, 1917], which plans included better water connection between the Dual Monarchy and Germany.

The *Nya Dagligt Allehanda* contains an interesting report of proposed improvements in Germany's canal system, which include better

water facilities for freight between Germany and Austria-Hungary. A translation of the article follows:

The War Has Revived Many Projects.

At the beginning of the war mobilization orders paralyzed traffic on the German waterways. This traffic has now not only been resumed, but to a greater extent than before, and has given rise to much discussion of old and new projects looking to the expansion of the canal system proper. Among others is being agitated the old plans—the linking up of northern Germany's river and canal systems with the Rhine and the Elbe, and, further, the connecting of the Danube on the one hand with the Rhine, and on the other hand with the upper arms of the Oder and the Elbe. The last-mentioned canal system is almost exclusively on Austrian territory, but is thought to be of such vital importance in regard to the German imports from the southeast as to warrant financial assistance from Germany.

As regards the Danube's connection with the Rhine, two alternative plans present themselves. The southern one would connect the Ulm with the Neckar and would pass through the territory of Wurtemberg, while the one farther to the north would pass through the territory of Bayern and connect the Danube with the Main, being of such dimension as to be navigable by ships of 2,000 tons, or, in other words, by the largest ships navigating the Rhine and the Danube. This would be done in order to obviate the time-wasting transshipments and to make "mass-goods" charters profitable. The enormous construction expenses, however, make many skeptical as to its practicability. As a direct route from the Black Sea to Rotterdam it can be of importance only so long as the war lasts, but during times of peace its charters can never compete with the twice as long way around Europe, whether it be for the transporting of wheat from Odessa or Roumania to the regions of the Rhine, or Ruhr coal to Hungary or the Balkan countries.

The joining of the Danube with the Oder would be of great importance. The Vienna Steiermarks Iron Industry would thereby receive Silesian coal considerably cheaper than at present, and Germany could, as return charters, receive ore, mineral oil, and seed. Here, however, would transshipment be necessary, as the dimension of the canal is calculated for ships from 700 to 1,000 tons only.

Estimated Cost of the Work.

As regards the northern canal project the Mittel Canal would connect the Elbe and the Rhine with the Oder. On this route could the cheap Silesian coal be supplied to the central and western German industries as well. An incentive to the carrying out of this project is that for long stretches the only thing required to be done is ordinary river regulation and no canal work, which after the modern traffic idea is the only way to make inland waterways economically payable. The plan of a water connection between Leipzig and Berlin has not this advantage, but the project which includes linking up Rostock, Wismar, and Schwerin with the Rhine possesses such advantages, and would extend Hamburg's outskirts in the direction of the Baltic Sea.

Among the East Prussia projects may be mentioned among others that of connecting Posen with Danzig over Weichsel.

The estimated cost of these canals is from 2,000,000,000 to 3,000,000,000 marks [\$476,000,000 to \$714,000,000 at normal exchange], which in consideration of a 4,000,000,000 marks monthly war expenditure ought, even for the Germans themselves, seem a pretty modest outlay for a productive object. The canals' probable construction, however, depends more than likely upon another factor than money scarcity, namely, the lack of manual laborers.

SOUTH AFRICAN FORESTRY REPORT.

[The South African Journal of Industries, Pretoria, July.]

According to the annual report of the Chief Conservator of Forests of South Africa for the year ended March 31, 1917, the funds allotted to the department were again restricted, owing to the Government's desire to curtail expenditures during the war, and the area put under trees was only 2,655 acres. Since the first plantation was started at the Cape in 1876 a total area of 70,731 acres has been

planted, and most of this has been done during the last 15 years. The acceleration of the afforestation program is in the main a matter of money, though during and for some time after the war the shortage of staff and the difficulty of procuring seed from overseas would have to be contended with.

That there is ample room for extension will be appreciated if it is realized that during 1913, the last normal year, approximately 10,000,000 cubic feet of unmanufactured pine timber, of a value of £529,000, was imported into the Union. In addition, over £500,000 worth of manufactured timber, of which a large portion would be coniferous wood, was brought from overseas. Thus a conservative estimate of the consumption in normal times of pine timber alone is 15,000,000 cubic feet.

There can be little doubt that wood to take the place of the bulk of imports can be grown in South Africa. Considerable areas of suitable ground are already in the Government's possession, and if more is required there should be no difficulty in acquiring it reasonably. It is estimated that 250,000 to 300,000 acres at least would have to be put under trees to meet the country's requirements. At the present rate of progression a century would have to elapse before that object could be achieved, and, therefore, it would seem desirable, as soon as money can be found, that operations should be speeded up.

Local Consumption of South African Timber.

As a result of the war, the Union has been thrown on its own resources more than ever before, and in this respect timber supplies have not furnished any exception. The high price of imported timber, due to the rise in freight and the difficulty of getting material for special purposes, such as wood for match making and for fruit, butter, and cheese boxes, have directed attention to local sources of supply. The match factories are running entirely on South African material, and numerous box factories have sprung up at various places throughout the country.

Large quantities of locally grown pine (*Pinus pinaster* and *Pinus pinea*), mainly from the southwestern Cape, and of blue gum (*Eucalyptus globulus*, generally called gray box), from Natal have been sent up in the round to the Rand and have been sawn up into various-sized scantlings and successfully used to replace Douglas fir and other imported timbers. Reports received indicate that the pine compares favorably with much that is imported, and everything goes to show that if the supply were equal to the demand this domestic pine could maintain its hold on the market even after the war. As indicating the very considerable consumption of timber on the Rand, it was stated by a representative of one of the mining groups that their companies consume 7,000 tons of South African timber monthly, of which roughly half is used in the form of props and the other half is sawn. The representative was of the opinion that his group absorbed just about one-third of the total consumption of the Rand. If that is so, the amount of South African timber used on the Rand would aggregate approximately 250,000 tons per annum.

The effect of this demand for local timber has been to draw attention to the practical value of tree planting and to stimulate the planting of trees by farmers and landowners generally. This has been particularly marked in Natal, though in the aggregate probably more trees are planted in the Transvaal than in any other Province.

Area of State Forests.

The following table reflects the changes in forest-estate areas, and the position on March 31, 1917:

Items.	Demarcated.		Undemarcated.	
	Morgen. ¹	Roods. ¹	Morgen.	Roods.
Area on Mar. 31, 1916.....	727,006	301	252,520	420
Additions during report period.....	3,030	150	17,751	140.8
Excisions during report period.....	730,036 267	451 100	270,272	270.8
Changed from undemarcated to demarcated during report period.....	729,769 +17,920	351 541	270,272 -17,920	270.8 541
Area on Mar. 31, 1917.....	747,090	292	252,351	329.8

¹One morgen=600 square roods=2.116 acres.

The total forest area on March 31, 1917, was thus 1,000,042 morgen 21.8 square roods—a net increase over the preceding year of 20,514 morgen 490.8 square roods.

Imports of Timber—Exports and Uses of Boxwood.

Notwithstanding the great scarcity of freight, more building timber (unmanufactured pine) was imported into the Union during 1916 than in 1915—5,159,437 cubic feet, as compared with 4,042,192 cubic feet. In flooring and ceiling there was a substantial increase, the imports in 1916 being 1,192,614 cubic feet, as compared with 912,216 cubic feet in 1915. In boards, “planed and grooved,” on the other hand, there was a slight decrease, of 1,287 cubic feet. The value of sleepers imported showed a big decrease. No matchmaking timber has been imported since 1914. The country is at present self-supporting in that respect.

The total quantity of boxwood exported during the financial year 1916–17 was 5,204 cubic feet, and the average net return for these shipments was approximately 1s. 8d. per cubic foot. As opposed to this method of departmental working, 5,000 cubic feet were purchased standing at Fort Grey by a leading timber company at 1s. 6d. per cubic foot, the net return to the Department being 1s. 5½d. per cubic foot.

The different uses to which this wood is put are as follows: Wood engraving and inlaying in cabinetmaking; manufacture of croquet mallets and other small turned articles, such as chessmen; manufacture of rules, measures, etc., including slide rules; making plumbers’ tools and occasionally handles for joiners’, carpenters’, and wood-turners’ tools; manufacture of shuttles and parts of bobbins for use in textile industry. It is also stated that small quantities have been sold to munition works, where, it is believed, the wood is used in making fuse parts.

Owing to the difficulty and uncertainty of obtaining freight and the prohibition of the importation of boxwood into the United Kingdom, the exportation of boxwood abruptly ceased and arrangements were made to dispose of the quantities on hand to local buyers, as far as possible.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Coal.....	27430	Novelty goods.....	27431
Corned beef.....	27432	Offset printing press.....	27427
Dresses and suits.....	27434	Oils.....	27433
Drugs and chemicals.....	27426	Petroleum.....	27430
Food products.....	27429	Piece goods.....	27434
Liquors.....	27429	Sweaters.....	27434
Motor-car accessories.....	27435	Tools.....	27425
Needles, embroidery.....	27428	Waists.....	27434

27425.*—A man in France wishes to secure an agency for the sale of small tools. Correspondence should be in French. Reference.

27426.†—A company in Chile desires to represent American manufacturers and exporters of drugs, chemicals, etc. References.

27427.*—A man in Colombia wishes to purchase offset press for the new method of offset printing. Quotations may be made f. o. b. New York. Usual credit terms are desired. Correspondence may be in English. References.

27428.*—An agency is desired by a woman in France for the sale of needles for embroidery looms and embroidery machines. Correspondence may be in English. Reference.

27429.*—A company in Switzerland would like to purchase and secure an agency for the sale of food products in general, preserved vegetables, meats, fish, etc., also liquors and whisky. Correspondence should be in French. Reference.

27430.*—An agency is desired by a man in France for the sale of coal for naval and industrial use, and petroleum. Correspondence should be in French. Reference.

27431.*—A man in Canada wishes to secure an agency for the sale of American novelty goods or merchandise of all kinds for manufacturers, wholesale trade, department stores, etc. Quotations should be made f. o. b. factory. Correspondence may be in English. Reference.

27432.*—A business man in Switzerland desires to purchase corned beef in wholesale quantities. Quotations may be made f. o. b. New York. Payment will be made by cash against bill of lading. Correspondence may be in English. References.

27433.*—An agency is desired by a man in France for the sale of lubricating oils. Correspondence should be in French. Reference.

27434.*—A man in Canada would like to secure an agency for the sale of cotton, wool, and silk suits and dresses for women and misses, silk waists, sweaters of fiber, pure silk, wool, and cotton, wool and cotton piece goods, and silk fabrics by the yard for all purposes. He wishes to deal exclusively with manufacturers. Quotations may be made f. o. b. shipping points. He will supply interested firms with New York references and full details as to basis of representation.

27435.*—An agency is desired by a business man in France for the sale of motor car accessories and supplies for motor car bodies. Correspondence should be in French. Reference.

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No. 211 Washington, D. C., Monday, September 9 1918

	Page.		Page.
Free admission of machinery in Mexico.....	913	Lively interest in foreign trade education.....	918
British order regulating dyeing and sale of socks.....	913	Opening of pencil factory in China.....	918
Partial removal of French embargo on walnuts.....	913	Abyssinia has trade possibilities.....	919
Additions to export conservation list.....	913	South African trade in June.....	919
Analysis of the foreign commerce for July.....	914	Preference list of industries and plants.....	920
Regulations governing exportation of dunnage.....	914	Favorable report of Dundee Savings Bank.....	925
Foreign trade and the University of Oregon.....	915	Exports of breadstuffs, meats, etc., during July.....	926
Imports of forage-plant seeds in August.....	915	Brazilian cement specifications.....	926
Manufacture of commercial carbide in South Africa.....	915	United Kingdom plans fuel-economy campaign.....	927
		Offices of the Bureau of Foreign and Domestic Commerce.....	927
		Foreign trade opportunities.....	928

FREE ADMISSION OF MACHINERY IN MEXICO.

According to a telegram of August 31 from the American Consul General at Mexico City, a decree has been published granting exemption from import duty to all mining and industrial machinery from September 1. Such machinery was formerly dutiable at 0.02 peso per kilo, or \$0.45 per 100 pounds.

BRITISH ORDER REGULATING DYEING AND SALE OF SOCKS.

A cablegram, dated September 4, from Consul General Robert P. Skinner, of London, states that the war office has issued an order prohibiting the sale and dyeing of socks produced from army gray worsted or woolen yarn, except as to socks sold and delivered to retail dealers prior to September 2.

PARTIAL REMOVAL OF FRENCH EMBARGO ON WALNUTS.

The American Consul General at Paris has reported in a cablegram of September 3 that a Ministerial Decree of September 1 permits the exportation of walnuts of the 1917 crop to England and the United States without special authorization, provided shipment is started before September 30. The prohibition against the exportation of walnuts of the 1918 crop remains in effect.

ADDITIONS TO EXPORT CONSERVATION LIST.

The War Trade Board announce in a new ruling (W. T. B. R. 218) the addition of the following commodities to the Export Conservation List, effective September 9, 1918:

Acids, as follows:
Hydrochloric, X-2.
Muriatic, X-2.

Hydrochloric acid, X-2.
Muriatic acid, X-2.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

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ANALYSIS OF THE FOREIGN COMMERCE FOR JULY.

The foreign trade of the United States during July and the seven months ending with July, 1918, compared with trade during corresponding periods of 1917, is presented in the following table:

Groups.	Month of July—		Seven months ending with July—	
	1918	1917	1918	1917
IMPORTS.				
Crude materials for use in manufacturing.....	\$94,136,744	\$91,968,123	\$730,280,681	\$768,591,570
Foodstuffs in crude condition and food animals.	28,965,627	27,791,410	212,727,595	224,576,356
Foodstuffs partly or wholly manufactured.....	36,286,744	32,135,365	267,174,877	234,201,130
Manufactures for further use in manufacturing.	52,421,172	41,063,502	338,853,063	812,781,667
Manufactures ready for consumption.....	29,218,024	31,367,163	220,175,777	230,479,336
Miscellaneous.....	414,326	1,600,789	8,242,578	8,112,739
Total imports.....	241,462,637	225,926,352	1,787,466,571	1,778,742,838
EXPORTS.				
Crude materials for use in manufacturing.....	61,600,476	49,184,669	482,260,612	353,234,649
Foodstuffs in crude condition and food animals.	27,707,293	23,721,844	207,353,668	343,218,962
Foodstuffs partly or wholly manufactured.....	144,082,171	46,450,935	906,649,539	462,286,323
Manufactures for further use in manufacturing.	88,773,905	78,501,683	643,572,447	748,554,074
Manufactures ready for consumption.....	178,462,943	163,242,429	1,175,897,067	1,679,219,756
Miscellaneous.....	744,414	1,804,901	11,309,203	36,728,366
Total domestic exports.....	501,371,202	368,886,441	3,427,242,536	3,625,192,380
Foreign merchandise exported.....	6,677,238	3,871,973	55,680,022	35,593,870
Total exports.....	508,048,440	372,758,414	3,482,922,558	3,660,786,250

Exports of principal commodities under the heading "Miscellaneous" for July, 1918, were: Horses, \$549,208; mules, \$21,940; seeds, \$156,788; and for the seven months ending with July, 1918: Horses, \$6,364,042; mules, \$1,519,892; seeds, \$3,128,423.

REGULATIONS GOVERNING EXPORTATION OF DUNNAGE.

The War Trade Board announce in a new ruling (W. T. B. R. 215) the addition of Paragraph VI to the General Rules No. 1, governing granting licenses for bunker fuel, port, sea, and ship's stores and supplies. The paragraph reads as follows:

No dunnage shall be allowed to proceed out of the United States or any of its Territories or possessions on any vessel, except under license of the War Trade Board, either as ship's stores or as cargo. No applications for "bunkers" of any vessel shall be granted unless such dunnage as she may have aboard is so licensed. Vessels will not be permitted to clear with dunnage unless properly covered either by export or bunker license. If declared as ship's stores, dunnage can not be discharged at any foreign port or transferred to any other vessel without special permission from the Bureau of Transportation of the War Trade Board.

Steamship owners, agents, and masters and also shippers are reminded that this regulation has been operative for some time, but that heretofore it has not been incorporated in the general rules which were given publicity.

If you buy War-Savings Stamps, you also help your country.

FOREIGN TRADE AND THE UNIVERSITY OF OREGON.

President P. L. Campbell, of the University of Oregon, has made known to the Bureau of Foreign and Domestic Commerce the latest plans of that progressive institution which bear on foreign trade. The School of Commerce of the University in organizing classes for foreign commerce at its extension center in Portland is proceeding with broad vision and high ideals to do in a practical manner a very practical thing. In a letter addressed to the Bureau, President Campbell writes as follows:

The School of Commerce is planning to use its extension center at Portland to organize classes in foreign commerce among the employees of the banks and leading business houses of the city. It will also accept as students those who have been trained in reputable schools of commerce, but have not yet had actual business experience.

The thought of the School of Commerce is that the development of our foreign trade following the war will call for a large number of capable, well-trained men to represent the business interests of the country in the foreign field. It is realized that even a larger mission than that of carrying our commerce abroad will be intrusted to these business representatives, as they will unavoidably be accepted as representatives of the moral standards and democratic institutions of their native lands. They will be in a certain way missionaries of the civilization of a great representative democracy. For this reason it will be of the greatest importance that the character of the men shall be of first quality and that their training shall be both broad and thorough. It will be the intention of the School of Commerce of the University of Oregon to take into account these important considerations in selecting their men and conducting the work of the courses of instruction offered.

IMPORTS OF FORAGE-PLANT SEEDS IN AUGUST.

The following table, prepared in the seed laboratory of the Bureau of Plant Industry, United States Department of Agriculture, shows the amount of the various kinds of forage-plant seeds subject to the seed importation act permitted entry into the United States during the month of August, 1918, as compared with August, 1917:

Kinds of seed.	August, 1917.	August, 1918.	Kinds of seed.	August, 1917.	August, 1918.
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
Alfalfa.....	24,300		Orchard grass.....	14,200	
Clover:			Rape.....	486,000	300
Alsike.....	5,400	226,000	Rye grass:		
Crimson.....	248,600		English.....	120,000	78,400
Red.....	9,700	43,600	Italian.....	19,800	11,200
White.....	46,800		Timothy.....		34,500
Clover mixtures, white and alsike.....		30,000	Vetch, hairy.....	142,200	34,100
Millet:					
Broom corn.....	199,900				
Hungarian.....	9,000				

MANUFACTURE OF COMMERCIAL CARBIDE IN SOUTH AFRICA.

[The South African Journal of Industries, Pretoria, July.]

The manufacture of calcium carbide will shortly be resumed near Germiston. The difficulty of producing a suitable electrode has apparently been overcome, and a trial run recently resulted in some 50 pounds of good commercial carbide being produced. There still remain certain points to be decided as regards the particular type of furnace to be constructed, and these will involve further experiments; but the permanent furnaces when built will probably be capable of turning out $2\frac{1}{2}$ tons of carbide per 24 hours.

LIVELY INTEREST IN FOREIGN TRADE EDUCATION.

[Chauncey Depew Snow, Assistant Chief Bureau of Foreign and Domestic Commerce.]

Unprecedented interest is being manifested in the educational preparation of Americans for foreign trade. It has always been one of the difficulties which American concerns entering the export trade have had to encounter, to find suitably trained men to travel abroad, make up the staff of a foreign office or branch establishment, or handle the export end of the business in this country. Undoubtedly there have been more young Germans, young Englishmen, Frenchmen, Hollanders, possibly also even Swiss, who have been ready and anxious to take up the export trade. Many of our liveliest concerns have worked painstakingly on this problem, only to be compelled to a very considerable extent to rely on foreigners for this service. In the British press at the present time the shortage of British youth and the inadequate facilities for the training of British youth for foreign trade are much deplored. In Germany the need of training men for foreign service is being emphasized more than ever before. In France the subject is again being agitated in lively fashion. The liquidation of German houses in allied countries has shown that even Germany had had no little difficulty in staffing its foreign-trade establishments. We have perhaps been inclined too much to the view that the other manufacturing nations were perfectly equipped in this particular respect while we were inadequately equipped. It now appears that the United States was not alone in this state of unpreparedness for foreign trade, although clearly behind its principal competitors.

Interest in foreign commerce in the high schools of commerce, in colleges, in collegiate schools of business, the Y. M. C. A. schools, and other night schools has been on the increase in the past four years, and the increase of late has been sharp. One correspondence school in New York has issued a 12-volume course in foreign trade which has had a large following. Some of the other well-known correspondence schools specializing on business courses have got out special reports and bulletins on export trade, ocean shipping, etc. Our foreign-trade literature is growing rapidly in books, magazines, and newspapers. Interest in foreign language courses has been tremendously uplifted both because of this growing interest in foreign commerce and because of the war. Foreign language texts, foreign language classes in the schools, private language classes and correspondence-school courses in foreign languages have been multiplied.

Cooperation of Government Bureaus.

The Bureau of Foreign and Domestic Commerce has been in close touch with this educational development and has constantly contributed to give it impetus. The publications of the Bureau have been one of the leading means of instruction in the various aspects of foreign trade. The National Foreign Trade Council, the Chamber of Commerce of the United States of America, the American Manufacturers' Export Association, National Association of Manufacturers, the Philadelphia Commercial Museum, the Boston Chamber of Commerce, the New York Merchants' Association, the Philadelphia Chamber of Commerce, the Chicago Association of Commerce,

the San Francisco Chamber of Commerce, and a large number of other commercial associations and the various educational associations have all encouraged this interest in studies preparing for foreign trade and have helped it along. The discussions at the second Pan American Scientific Congress in the winter of 1915-16 cleared the air a bit. The Bureau of Foreign and Domestic Commerce has assisted the professors and instructors in the schools in shaping their foreign-trade courses and in mapping out their syllabuses and lists of foreign-trade readings. The Bureau of Education in the United States Department of the Interior has naturally been closely identified with the spirit of interest in foreign-trade education. The Commissioner of Education, Dr. Philander P. Claxton, personally has helped the movement along; the specialist in commercial education of the Bureau of Education, Dr. Glen L. Swiggett, has for considerable periods of time given practically exclusive attention to this pressing aspect of commercial education. Under the auspices of the Commissioner of Education conferences have been called and eminent working and advisory committees appointed for this purpose. The Bureau of Education has surveyed the principal trading centers and has appointed local committees to look out for the interests of foreign-trade education. The Bureau of Foreign and Domestic Commerce is cooperating with the Bureau of Education in this important movement both in Washington and throughout the country in the cities where its local district offices are situated. This is promoting foreign trade in a vital quarter.

Vocational Education Board Takes Up Subject.

Most significant is the fact that the recently organized Federal Board for Vocational Education took up the subject of education for foreign trade as one of the fundamental lines for practical application at the present time in preparation for trade after the war. The Board has gone into this subject in a very practical manner and will be in a position to render most valuable service to the numerous new foreign-trade classes which are organizing this fall. In the Board Mr. F. G. Nichols, the well-known specialist in educational training, and Dr. Roy S. MacElwee, formerly of Columbia University, who brought to his teaching in that institution a combination of many years of actual selling experience abroad and a wealth of information on ports, shipping, and transportation, are directing this practical vocational work in connection with foreign trade.

Manual of Readings on Foreign Trade to be Issued.

The Federal Board for Vocational Education and the Bureau of Foreign and Domestic Commerce are combining in getting out a manual of readings on foreign trade which is prepared to bring together in one volume the best things which the consuls, commercial attachés, special agents, trade commissioners, and business men of the United States have written and said on the whole subject of foreign trade. In 1917 the Bureau got out a little book of "Export Trade Suggestions," in which pointers by consuls and others were given as to the conduct of business abroad. That monograph was a decided success and was welcomed by all interested in foreign trade. The new publication is being prepared by Dr. Guy Snider, of the College of the City of New York, who has conducted courses in for-

eign trade in New York primarily for the benefit of the clerks and minor officials in concerns doing foreign business. The monograph will incidentally serve the purpose of a text for new and old classes in foreign trade as well as providing a very solid manual for the use of the business man.

Another piece of work which the Federal Board for Vocational Education has now in the course of preparation is a carefully classified collection of the documents used in foreign trade. This will give, step by step, for the various sorts of foreign-trade transactions, the actual documents in use in typical American concerns. Again, the practical vocational aspects of foreign-trade transactions are kept constantly in view.

Bulletin on Courses in Foreign Trade.

In a bulletin which the Board is about to issue actual outlines of successful courses in foreign trade will be reproduced. The aim of the Board in this opening bulletin is to provide a tangible course of foreign-trade instruction that may be put into effect at once, especially in night schools where there is an opportunity for training the men (and women) now on the job working in business houses that have to do with foreign trade. With interest in the subject running high, and with many of the professors and instructors who have been teaching foreign trade now in the service of the Federal Government, it is a real problem to get competent instruction in foreign trade. It is to meet this difficulty that the Board is issuing its present bulletin, which will set forth in skeleton a course which can readily be given by teachers of economics, commercial geography, etc. The Board is especially anxious to have the chambers of commerce as such and their membership heartily interested in this type of education. One interesting feature of the Board's suggestion is the outline of the plan of foreign-trade specialization for fourth-year high-school students who have signed contracts with business houses at the end of their third year in high school.

OPENING OF PENCIL FACTORY IN CHINA.

[Peking Daily News.]

China's first pencil factory was officially opened on June 26, 1918, when the China Pencil Co. threw open its new plant for inspection. This company is an Anglo-Chinese enterprise, organized and promoted by a few English and Chinese business men, and hopes to obtain a large share of the pencil trade in the Far East hitherto controlled by the Germans and Austrians.

The new company has a paid-up capital of \$100,000 and a present daily capacity of 100 gross of pencils. The machinery is of Japanese manufacture, but it is planned to secure additional equipment from England or America. Materials—graphite and wood strips—are also imported from America.

Manufacturing both for export and local consumption will be carried on. At present the output is confined to one good serviceable grade of black pencil, but other grades will be added, as well as colored and copying pencils and crayons, if the trade warrants.

ABYSSINIA HAS TRADE POSSIBILITIES.

Trade possibilities in Abyssinia that should be studied now and developed as soon as the war is over are discussed in a report recently published by the Bureau of Foreign and Domestic Commerce.

As might be expected in a country so wealthy in natural resources, with a comparatively good climate and populated by 8,000,000 to 10,000,000 intelligent and aggressive people, the commercial future is rich and full of promise. The report expresses the opinion that there does not exist any other equal portion of the commercially undeveloped part of the world in which the opportunities for an important economic and industrial development are so promising. The Abyssinians have not yet taken to trade in any considerable numbers, but the few merchants of that race who have been observed are keen and intelligent traders.

Americans start with the very great advantage that American unbleached cotton goods are known in practically every part of the country and are so well established as to constitute a monetary standard. Pieces of "Americani" and standard mediums of exchange in common with rock salt, cartridges, and other commodities which are used where the Maria Theresa dollar is not available. Recently the price of American cottons has been very high and some of the merchants have turned to Japanese and Indian goods, but the Abyssinian is still faithful to "Americani."

The report is the work of Consul Addison E. Southard, of Aden, Arabia, and describes the principal trading centers, the agricultural, pastoral, and industrial production, transportation facilities, financial and banking conditions, and also gives a detailed analysis of the market for various commodities. It is written with special reference to the possibility of developing American trade. Under the title "Abyssinia," Special Consular Reports No. 81, it is sold at the nominal price of 5 cents a copy by the Superintendent of Documents, Government Printing Office, Washington, D. C., and by all the district and cooperative offices of the Bureau of Foreign and Domestic Commerce.

SOUTH AFRICAN TRADE IN JUNE.

[Consul General George H. Murphy, Cape Town, July 3.]

The following official figures have just been published, showing the import and export trade and the revenue collections at the various ports of South Africa in June, 1918:

Ports.	Imports.	Exports.	Revenue collections.
Cape Town.....	\$3,793,000	\$1,710,000	\$532,000
Port Elizabeth.....	1,066,000	1,529,000	111,000
East London.....	546,000	8,000	46,000
Durban.....	4,889,000	2,987,000	363,000
Johannesburg.....			189,000
Lourenco Marques.....	542,000		29,000
Other ports and stations.....	182,000	9,000	23,000
Post office.....			78,000
Total.....	11,018,000	6,243,000	1,371,000

PREFERENCE LIST OF INDUSTRIES AND PLANTS.

In giving out the preference list of industries and plants, compiled by the Priorities Division of the War Industries Board, B. M. Baruch, chairman of the Board, states that this list is the master key governing the flow of basic industrial elements to the industries essential to the war program. It supersedes all previous listing.

It is the basis for industrial exemption from the draft and may be regarded as the governing factor in the distribution of labor, capital, facilities, material, transportation, and fuel.

Closely associated with the promulgation of this new preference list by the War Industries Board, Chairman Baruch states, is the great necessity for conservation in every possible way of men, material, transportation, and all energies that go to placing the United States, with all its power and resources, behind its men at the front in winning the war. It is necessary now, more than ever, to save to the point of sacrifice so that demand may be held to the bone, enabling supply to go as far as possible.

Announcement of Priorities Division.

The announcement of the Priorities Division (Preference List No. 2, superseding List No. 1, issued Apr. 6) follows:

The President has placed upon the chairman of the War Industries Board the responsibility for determining and administering all priorities in production and delivery. The determination of the relative importance of all industries and plants for both production and delivery by a single agency renders it possible to reasonably maintain a well-balanced program with respect to the several factors entering into production, which include (a) plant facilities, (b) fuel supply or electric energy, or both, (c) supply of raw materials and finished products, (d) labor, and (e) transportation by rail, water, pipe lines, or otherwise. Without all of these—speaking generally—production is impossible.

In compliance with the directions of the President, that plans be formulated whereby there may be "common, consistent and concerted action" in carrying into effect all priority policies and decisions, the chairman of the War Industries Board has created a Priorities Board, with the Priorities Commissioner of the War Industries Board as chairman, consisting of (1) the chairman of the War Industries Board, (2) the Priorities Commissioner, (3) a member of the Railroad Administration, (4) a member of the United States Shipping Board Emergency Fleet Corporation, (5) a member of the War Trade Board, (6) a member of the Food Administration, (7) a member of the Fuel Administration, (8) a representative of the War Department, (9) a representative of the Navy Department, (10) a member of the Allied Purchasing Commission, and (11) the chairman of the War Labor Policies Board. The decisions of the Priorities Board are subject to review only by the chairman of the War Industries Board and by the President.

For the guidance of all governmental agencies and all others interested in (1) the production and supply of fuel and electric energy, (2) in the supply of labor, and (3) in the supply of transportation service by rail, water, pipe lines, or otherwise, in so far as such service contributes to production of finished products, the accompanying

designated Preference List No. 2 has been adopted by the Priorities Board superseding Preference List No. 1 adopted April 6, 1918, and all amendments and supplements thereto.

Where advisable industries as such have been classified and listed. In numerous instances individual plants have been found to be entitled to preference, although the industries to which they belong are not; and in other instances where an industry as such has been accorded a degree of preference particular plants in such industry have been placed in a higher class. This has necessitated classifying and listing not only industries as such but to a limited extent individual plants, some of which are accorded a higher rating than that accorded the listed industry to which they belong.

The preference list is made up of industries and plants which in the public interest are deemed entitled to preferential treatment. The inclusion of these industries and plants on this list does not operate as an embargo against all others, but the effect is to defer the requirements of all other industries and plants until the requirements of those on the preference list shall have been satisfied.

In the compilation of this list industries and plants have been divided according to their relative importance into four classes, viz: Class I, Class II, Class III, and Class IV. In determining such relative importance consideration and weight have been given not solely to any one but to all of the following factors: (1) The intrinsic importance of the product itself for use during the war, and the urgency, as measured by time, of the demand or of the use to which it is to be put; (2) the necessity for maintaining or stimulating and increasing the total quantity of production, which in turn depends largely upon the relation of the supply to the demand for essential uses; (3) the proportion of the capacity of the industry or plant which is devoted to the production of the essential product.

Where it is imperative not only to maintain but to stimulate and increase production to satisfy abnormal demands created by war requirements a high rating is necessary, even though the intrinsic importance of the product may be less than that of other products placed in a lower classification due to the fact that the supply of such other products equals the demand without the stimulus of high priority. Where it is necessary to speed the production of a particular product required at a particular time to carry into effect an important program, a high priority is given although changing conditions may thereafter suggest and demand a reclassification. Certain plants produce commodities of great relative importance, but at the same time produce other commodities of less relative importance, and under such circumstances consideration and weight is given to the ratio of production between the more important and less important commodities. Instances occasionally arise where individual plants are given preference so long as they are rendering, and so long as it is in the public interest that they should render, a particular service, even though, taking the country as a whole, the supply of their product is ample to meet all demands.

Grouping of Industries and Plants.

No distinction has been made between any of the industries or plants within any one class, and no significance attaches to the order in which industries and plants are listed within any class.

The industries and plants grouped under Class I are only such as are of exceptional importance in connection with the prosecution of the war. Their requirements must be fully satisfied in preference to those of the three remaining classes.

Requirements of industries and plants grouped under Class II, Class III, and Class IV shall have precedence over those not appearing on the preference list. As between these three classes, however, there shall be no complete or absolute preference. The division into classes is for the purpose of presenting a composite picture of the relative importance of the industries and plants embraced within each group. It is not intended that the requirements of Class II shall be fully satisfied before supplying any of the requirements of Class III, or that those of Class III shall be fully satisfied before supplying any of those of Class IV. The classification does, however, indicate that the industries and plants grouped in Class II are relatively more important than those in Class III and that those in Class III are relatively more important than those in Class IV. It will often happen that after satisfying the requirements of Class I the remaining available supply will be less than the aggregate requirements of the other three classes, in which event such supply will be rationed to the industries and plants embraced within those classes. In determining a basis for such rationing the relative importance of each industry and plant, according to its class rating, must be considered. It has been found impracticable to prescribe for rationing purposes any general and uniform rule or formula, but the Priorities Board will from time to time, after conference, and in cooperation with each of the several governmental agencies charged with the distribution thereof, determine particular principles, values, and methods of application which may be followed in allocating fuel, power, transportation, and labor, respectively, to the end that proper recognition and weight may, as far as practicable in each case, be given to the relative importance of Class II, Class III, and Class IV.

Each plant listed as such shall not later than the 15th of each month file with the secretary of the Priorities Board, Washington, D. C., a report on P. L. Form No. 3 (a supply of which will be furnished on application) covering its activities during the preceding month. Any plant failing to file such report will be dropped from the preference list.

Priorities in the supply and distribution of raw materials, semi-finished products, and finished products shall be governed by Circular No. 4, issued by the Priorities Division of the War Industries Board under date of July 1, 1918, and all amendments and supplements thereto or substitutes therefor.

The term "principally" as used in listing industries shall be construed to mean plants whose output is not less than 75 per cent of the products mentioned.

This preference list shall be amended or revised from time to time by action of the Priorities Board to meet changing conditions. The priorities commissioner shall, under the direction of and with the approval of the Priorities Board, certify additional classes of industries and also certify additional plants whose operations as a war measure entitle them to preference treatment, which industries and

plants when so certified shall be automatically included in the preference list.

Classification of Industries.

The industries, listed alphabetically and classified, follow:

	Class.
<i>Agricultural implements.</i> —See Farm implements.	
<i>Aircraft.</i> —Plants engaged principally in manufacturing aircraft or aircraft supplies and equipment.	I
<i>Ammunition.</i> —Plants engaged principally in manufacturing same for the United States Government and the Allies.	I
<i>Army and Navy.</i> —Arsenals and navy yards.	I
<i>Army and Navy.</i> —Cantonments and camps.	I
<i>Arms (small).</i> —Plants engaged principally in manufacturing same for the United States Government and the Allies.	I
<i>Bags (hemp, jute, and cotton).</i> —Plants engaged principally in manufacturing same.	IV
<i>Blast furnaces (producing pig iron).</i>	I
<i>Boots and shoes.</i> —Plants engaged exclusively in manufacturing same.	IV
<i>Brass and copper.</i> —Plants engaged principally in rolling and drawing copper, brass and other copper alloys in the form of sheets, rods, wire, and tubes.	II
<i>Buildings.</i> —See Public institutions and buildings.	
<i>Chain.</i> —Plants engaged principally in manufacturing iron and steel chain.	III
<i>Chemicals.</i> —Plants engaged principally in manufacturing chemicals for the production of military and naval explosives, ammunition, and aircraft, and use in chemical warfare.	I
<i>Chemicals.</i> —Plants, not otherwise classified and listed, engaged principally in manufacturing chemicals.	IV
<i>Coke.</i> —Plants engaged principally in producing metallurgical coke and by-products, including toluol.	I
<i>Coke.</i> —Plants, not otherwise classified and listed, producing same.	II
<i>Copper and brass.</i> —See Brass and copper.	
<i>Cotton.</i> —Plants engaged in the compression of cotton.	IV
<i>Cotton textiles.</i> —See Textiles.	
<i>Cranes.</i> —Plants engaged principally in manufacturing locomotive or traveling cranes.	II
(The term "principally" means 75 per cent of the products mentioned.)	
<i>Domestic consumers.</i> —Fuel and electric energy for residential consumption, including homes, apartment houses, residential flats, restaurants, and hotels.	I
<i>Domestic consumers.</i> —Fuel and electric energy not otherwise specifically listed.	III
<i>Drugs (medicines and medical and surgical supplies).</i> —Plants engaged principally in manufacturing same.	IV
<i>Electrical equipment.</i> —Plants engaged principally in manufacturing same.	III
<i>Explosives.</i> —Plants engaged principally in manufacturing same for military and naval purposes for the United States Government and the Allies.	I
<i>Explosives.</i> —Plants, not otherwise classified or listed, engaged principally in manufacturing same.	III
<i>Farm implements.</i> —Plants engaged principally in manufacturing agricultural implements and farm operating equipment.	IV
<i>Feed.</i> —Plants engaged principally in preparing or manufacturing feed for live stock and poultry.	I
<i>Ferroalloys.</i> —Plants engaged principally in producing ferrochrome, ferromanganese, ferromolybdenum, ferrosilicon, ferrotungsten, ferrouanium, ferrovanadium, and ferrozirconium.	II
<i>Fertilizers.</i> —Plants engaged principally in producing same.	IV
<i>Fire brick.</i> —Plants engaged principally in manufacturing same.	IV
<i>Foods.</i> —Plants engaged principally in producing, milling, refining, preserving, refrigerating, wholesaling, or storing food for human consumption embraced within the following descriptions: All cereals and cereal products, meats, including poultry, fish, vegetables, fruit, sugar, syrups,	

glucose, butter, eggs, cheese, milk and cream, lard, lard compounds oleo-margarine and other substitutes for butter or lard, vegetable oils, beans, salt, coffee, baking powder, soda, and yeast; also ammonia for refrigeration	Class. I
<i>Foods</i> .—Plants engaged principally in producing, milling, preparing, refining, preserving, refrigerating, or storing food for human consumption not otherwise specifically listed. Excepting herefrom plants producing confectionery, soft drinks, and chewing gum	III
<i>Food containers</i> .—Plants engaged principally in manufacturing same	IV
<i>Foundries (iron)</i> .—Plants engaged principally in the manufacture of gray iron and malleable iron castings	IV
<i>Fungicides</i> .—See Insecticides and fungicides.	
<i>Gas</i> .—See Oil and gas; Public utilities.	
<i>Guns (large)</i> .—Plants engaged principally in manufacturing same for the United States Government and the Allies	I
<i>Hospitals</i> .—See Public institutions and buildings.	
<i>Icc</i> .—Plants engaged principally in manufacturing same	III
<i>Insecticides and fungicides</i> .—Plants engaged principally in manufacturing same	IV
<i>Laundries</i>	IV
<i>Machine tools</i> .—Plants engaged principally in manufacturing same	II
<i>Medicines</i> .—See Drugs and medicines.	
<i>Mines</i> .—Coal	I
<i>Mines</i> .—Producing metals and ferroalloy minerals	II
<i>Mines</i> .—Plants engaged principally in manufacturing mining tools or equipment	III
<i>Navy</i> .—See Army and Navy.	
<i>Navy Department</i> .—See War and Navy Departments.	
<i>Newspapers and periodicals</i> .—Plants engaged principally in printing newspapers or periodicals which are entered at the post office as second-class mail matter	IV
<i>Oil and gas</i> .—Plants engaged principally in producing oil or natural gas for fuel, or for mechanical purposes, including refining or manufacturing oil for fuel or for mechanical purposes	I
<i>Oil and gas</i> .—Pipe lines and pumping stations engaged in transporting oil or natural gas	I
<i>Oil and gas</i> .—Plants engaged principally in manufacturing equipment or supplies for producing or transporting oil or natural gas, or for refining and manufacturing oil for fuel or for mechanical purposes	III
<i>Paper and pulp</i> .—See Pulp and paper.	
<i>Periodicals</i> .—See Newspapers and periodicals.	
<i>Public institutions and buildings (maintenance and operation of)</i> .—Other than hospitals and sanitariums	III
<i>Public institutions and buildings (maintenance and operation of)</i> .—Used as hospitals or sanitariums	I
<i>Public utilities</i> .—Gas plants producing toluol	I
<i>Public utilities</i> .—Street railways, electric lighting, and power companies, gas plants not otherwise classified, telephone and telegraph companies, water-supply companies, and like general utilities	II
<i>Public utilities</i> .—Plants engaged principally in manufacturing equipment for railways or other public utilities	II
<i>Pulp and paper</i> .—Plants engaged exclusively in manufacturing same	IV
<i>Railways</i> .—Operated by United States Railroad Administration	I
<i>Railways</i> .—Not operated by United States Railroad Administration (excluding those operated as plant facilities)	II
<i>Railways (street)</i> .—See Public utilities.	
<i>Rope</i> .—See Twine and rope.	
<i>Rope wire</i> .—See Wire rope.	
<i>Sanitariums</i> .—See Public institutions and buildings.	
<i>Ships (maintenance and operation of)</i> .—Excluding pleasure craft not common carriers	I
<i>Ships</i> .—Plants engaged principally in building ships, excluding (a) pleasure craft not common carriers, (b) ships not built for the United States Government or the Allies nor under license from United States Shipping Board	I
<i>Soap</i> .—Plants engaged principally in manufacturing same	IV

<i>Steel-making furnaces.</i> —Plants engaged solely in manufacturing ingots and steel castings by the open hearth, Bessemer, crucible, or electric furnace process, including blooming mills, billet mills, and slabbing mills for same.	Class. I
<i>Steel-plate mills</i>	I
<i>Steel-rail mills.</i> —Rolling rails, 50 or more pounds per yard.	II
<i>Steel.</i> —All plants operating steel rolling and drawing mills, exclusive of those taking higher classification.	III
<i>Surgical supplies.</i> —See Drugs and medicines.	
<i>Tanners.</i> —Plants engaged principally in tanning leather.	IV
<i>Tanning.</i> —Plants engaged principally in manufacturing tanning extracts.	IV
<i>Textiles.</i> —Plants engaged principally in manufacturing cotton textiles, including spinning, weaving, and finishing.	IV
<i>Textiles.</i> —Plants engaged principally in manufacturing woolen textiles, including spinners, top makers, and weavers.	IV
<i>Textiles.</i> —Plants engaged principally in manufacturing cotton and woolen knit goods.	IV
<i>Textiles.</i> —Plants engaged principally in manufacturing textile machinery.	IV
<i>Tin plates.</i> —Plants engaged principally in manufacturing same.	III
<i>Tobacco.</i> —Only for preserving, drying, curing, packing, and storing same—not for manufacturing and marketing.	IV
<i>Toluid.</i> —See Coke; Public utilities.	
<i>Tools.</i> —Plants engaged principally in manufacturing small or hand tools for working wood or metal.	III
<i>Twine (binder and rope).</i> —Plants engaged principally in manufacturing same.	IV
<i>War and Navy Departments.</i> —Construction work conducted by either the War Department or the Navy Department of the United States in embarkation ports, harbors, fortified places, flood protection operations, docks, locks, channels, inland waterways, and in the maintenance and repair of same.	II
<i>Wire rope and rope wire.</i> —Plants engaged principally in manufacturing same.	II
<i>Woolen textiles.</i> —See Textiles.	
(The term "principally" means 75 per cent of the products mentioned.)	

FAVORABLE REPORT OF DUNDEE SAVINGS BANK.

[Consul H. Abert Johnson, Dundee, Scotland, Aug. 7.]

The past year has been very successful from the thrift point of view in Dundee so far as that is indicated by the money deposited in the Savings Bank. The accounts of the bank, which have just been made up, show a total balance due to depositors at the end of the financial year of £2,711,308 (\$13,194,580), which is an increase of £206,924 (\$1,006,996) over the previous year. The amount received and paid during the year was £2,171,109 (\$10,565,702). In addition to the cash lodged the depositors' accounts have benefited to the extent of £71,690 (\$348,879) by interest and by dividends on Government stock.

There were sold by the bank, as agent for the Post Office, 7,343 war-savings certificates costing £68,465 (\$333,185). Of this sum £4,278 (\$20,819) was paid for 5,520 certificates of the face value of £1 (\$4.87); and 297 certificates of values from £100 (\$486.65) to £500 (\$2,433.25), costing £40,596 (\$197,560), were issued.

Depositors continue to avail themselves of the privilege of investing through the bank in Government loans in sums of £5 (\$24.33), payment for which has been generally met by the transfer by depositors of the amount from their deposit accounts. The Government stocks and bonds held by the 8,366 investors amount to £687,649 (\$3,346,443).

EXPORTS OF BREADSTUFFS, MEATS, ETC., DURING JULY.

Following is a statement of the exports of domestic breadstuffs, cottonseed oil, meat and dairy products, raw cotton, and mineral oils from the United States during July and seven months ending with July, 1918:

Groups and articles.	July—		Seven months ending July—	
	1918	1917	1918	1917
EXPORTS BY GROUPS.				
Breadstuffs.....dollars..	59,478,121	38,237,717	414,484,819	391,993,069
Cottonseed oil.....pounds..	15,085,705	6,427,737	90,949,406	106,214,963
Meat and dairy products.....dollars..	3,197,111	1,064,963	17,340,624	14,201,878
Cotton.....bales...	94,758,585	21,499,970	584,774,196	263,123,359
.....pounds..	218,877	271,597	2,136,039	2,478,805
.....pounds..	112,037,819	139,049,390	1,091,676,841	1,274,315,044
.....dollars..	34,923,673	35,207,798	339,128,854	249,694,026
Mineral oils.....pounds..	238,778,237	143,998,673	1,530,742,790	1,470,045,347
.....dollars..	29,630,338	14,055,530	194,550,552	133,624,169
EXPORTS BY PRINCIPAL ARTICLES.				
Barley.....bushels..	1,934,767	761,885	17,063,776	7,464,365
.....dollars..	3,200,924	1,125,550	28,334,608	10,815,849
Corn.....bushels..	2,039,161	3,146,394	20,543,788	42,850,877
.....dollars..	3,487,452	5,706,426	54,811,237	54,681,050
Oats.....bushels..	15,234,141	5,373,642	64,259,204	47,178,940
.....dollars..	13,291,453	4,152,632	57,746,612	33,831,516
Rye.....bushels..	213,466	367,016	4,543,483	6,118,406
.....dollars..	543,518	781,623	9,510,507	11,719,118
Wheat.....bushels..	225,381	5,099,242	6,719,075	83,630,401
.....dollars..	513,390	13,313,200	15,116,110	192,946,999
Flour.....barrels..	2,433,640	747,333	16,501,620	6,861,779
.....dollars..	27,052,394	7,894,776	188,131,975	62,552,030
Beef, canned.....pounds..	13,526,800	2,675,614	85,879,455	43,156,238
.....dollars..	5,505,250	850,227	28,035,310	11,604,102
Beef, fresh.....pounds..	32,056,016	12,961,020	311,733,604	139,027,307
.....dollars..	7,464,045	2,098,959	60,924,125	19,602,145
Beef, pickled, etc.....pounds..	2,651,413	2,144,552	25,614,175	38,450,394
.....dollars..	508,422	345,391	4,256,018	4,712,136
Oleo oil.....pounds..	4,063,078	1,830,252	50,920,639	25,453,973
.....dollars..	949,760	387,948	11,076,433	5,158,830
Bacon.....pounds..	119,863,655	19,462,349	736,959,992	399,361,418
.....dollars..	34,889,624	4,740,686	205,615,959	77,108,448
Hams and shoulders.....pounds..	55,368,812	11,792,532	370,708,140	150,946,801
.....dollars..	15,995,285	2,751,863	97,736,077	30,433,591
Lard.....pounds..	68,600,201	9,363,721	352,594,835	273,573,282
.....dollars..	18,062,014	2,057,917	91,004,382	52,139,067
Neutral lard.....pounds..	2,343,924	736,846	5,342,666	8,900,644
.....dollars..	586,529	184,129	1,342,867	1,891,184
Pork, pickled.....pounds..	4,676,898	1,405,380	23,821,199	26,622,200
.....dollars..	1,165,418	259,579	5,767,827	4,406,912
Lard compounds.....pounds..	2,448,177	2,612,084	15,848,695	34,034,373
.....dollars..	619,717	506,873	3,728,753	5,564,689
Milk, condensed.....pounds..	41,444,372	35,950,870	288,028,994	192,350,673
.....dollars..	5,011,305	4,420,399	37,491,860	20,139,013
Crude mineral oil.....gallons..	20,027,967	6,291,833	122,066,597	96,312,004
.....dollars..	1,263,926	413,052	6,006,301	4,435,600
Illuminating oil.....gallons..	31,923,154	28,446,670	284,533,951	411,516,265
.....dollars..	3,085,582	2,561,650	28,126,970	28,697,871
Lubricating oil.....gallons..	19,845,998	17,442,904	147,949,076	156,309,835
.....dollars..	6,149,031	3,298,593	40,851,295	29,406,604
Gasoline, naphtha, etc.....gallons..	47,720,802	22,076,243	321,076,878	242,001,564
.....dollars..	11,943,248	4,801,724	79,847,476	51,451,110
Residuum, fuel oil, etc.....gallons..	119,260,316	69,741,043	713,286,308	564,105,679
.....dollars..	6,588,551	2,979,606	38,812,510	19,625,924

BRAZILIAN CEMENT SPECIFICATIONS.

The Bureau of Foreign and Domestic Commerce has received from the Brazilian Ministry of Transportation and Public Works a few copies of "Instructions for the use of reinforced concrete in railway construction in Brazil," dated September 17, 1917. Copies of this report may be consulted at the district offices of this bureau in New York, Boston, and Chicago by reference to file No. 105001b.

UNITED KINGDOM PLANS FUEL-ECONOMY CAMPAIGN.

[British (Government) Board of Trade Journal, Aug. 8.]

Owing to the larger number of miners called to the colors and the great need of coal for our Allies, the various Government departments, and industrial undertakings, the Controller of Coal Mines has instituted a coal-economy campaign with the object of reducing fuel consumption in every direction possible. The controller is being assisted by a technical staff attached to the head office, and arrangements have now been made for a large number of engineers in the Provinces to attach themselves to the Coal Control Department for this special purpose. This arrangement enables the country to be mapped out in districts so that all industrial consumers will within a reasonable time be in touch with the organization.

The scheme comprises two main sections—(a) electrical undertakings and (b) industrial undertakings. The work involved includes the careful scrutiny of the quantity and quality of coal consumed by the various undertakings and the efficiency obtained. It also includes the inspection of factories and works by experts, in order to ascertain means by which fuel consumption may be reduced and the best methods to that end. A considerable amount of work in connection with the campaign has already been done, but it is intended to accelerate the rate of progress as much as circumstances will admit.

Some 400 skilled engineers will shortly be at work in various parts of the British Isles, and these gentlemen are giving their services to the Government without salary. Any public body or company or person wishing to effect economies at once and desiring the controller's assistance in this direction is invited to communicate with coal-control headquarters, when arrangements will be made to send a technical expert to look into the conditions under which coal is being consumed and to cooperate with the consumer in effecting economy. Apart from special applications of this kind, the controller's representatives will visit firms in turn in accordance with a general plan of operations.

So imperative is the need to reduce coal consumption to a minimum that a rationing scheme for all industrial undertakings will be introduced shortly.

A new company is being formed with a capital of \$268,000, subscribed in Denmark and Norway, to build a factory at Esbjerg on the west coast of Denmark, for canning fish for export. The manager of the company will be Thos. H. Norland, of Stavanger, Norway.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1891 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Ball bearings-----	27445	Meat-----	27437
Cheese-----	27436	Novelties-----	27441
Chemical products-----	27440, 27441	Machinery-----	27443
China and glassware-----	27443, 27444, 27446	Photographic material-----	27443
Codfish-----	27436	Piece goods-----	27443
Drills-----	27445	Provisions-----	27443
Drugs and patent medicines-----	27438, 27443	Purse locks and sheens-----	27439
Fancy goods-----	27443	Push buttons-----	27439
Food products-----	27441	Silver-plated ware-----	27444, 27446
General representation-----	27441	Specialties-----	27446
Hardware-----	27442, 27443	Stationery-----	27441, 27443
Hosiery-----	27443	Toilet articles-----	27441
Hoisting machines-----	27445	Tools-----	27443, 27445

27436.†—A company in Cuba wishes to be placed in touch with American manufacturers and packers of domestic Swiss cheese (Wisconsin), Gouda-style cheese (Redskin), and dry-salted codfish. The company has a representative in the United States, with whom interested firms may communicate.

27437.*—An agency is desired by a man in France for the sale of salted and canned meat. Correspondence should be in French. Reference.

27438.*—A man in Canada would like to secure an agency for the sale of American products, preferably along lines connected with the drug business. Correspondence may be in English. References.

27439.*—A firm in England desires to purchase nickel-plated purse locks and hinged purse sheens, celluloid-covered push buttons or press studs, such as are used on certain kinds of purses, tobacco wallets, and other fancy goods. From 500 to 1,000 gross purse locks and same quantity of purse sheens are desired, and 1,000 gross push buttons. Terms desired are 2½ per cent discount at 30 days' sight. Reference.

27440.*—An agency is desired by a man in France for the sale of chemical products. Correspondence should be in French. Reference.

27441.*—A man in Switzerland wishes to secure an agency for the sale of all kinds of American novelties, toilet articles, chemical products, food products, stationery, and general representation for Switzerland, with depot. Correspondence should be in French.

27442.*—An agency is desired by a business man in France for the sale of hardware. Correspondence should be in French. Reference.

27443.*—A firm in Mesopotamia wishes to purchase and secure an agency for the sale of large quantities of piece goods, hosiery, hardware, machinery, tools, fancy goods, china and glassware, provisions, photographic materials, drugs, patent medicines, and stationery. Payment will be made by cash against documents. Correspondence may be in English. References.

27444.†—A department store in Chile is in the market for silver-plated ware, fine glassware, and chinaware. Catalogues and price lists should be submitted. This firm wishes to communicate with manufacturers only.

27445.*—A firm in France wishes to purchase and secure an agency for the sale of small tools, drills, hoisting machines, and ball bearings. Correspondence should be in French. Reference.

27446.†—A firm in Chile is in the market for glassware, chinaware, toys, metal goods, silver-plated articles, and all kinds of specialties made of paper, cloth, china, and metal. References.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year

No. 212 Washington, D. C., Tuesday, September 10 1918

CONTENTS.

	Page.		Page.
Prospects for corn crop in Guadalajara district.....	929	Crops in the Azores.....	934
Restrictions on deck cargoes.....	929	German electrical works to have Swedish factory.....	935
Proposed increase of Argentine charges on imports.....	929	Opening of British scientific products exhibition.....	936
Increased British bank deposits.....	930	Regin preparing for 1919 Lyon fair.....	939
Cotton ginned in United States.....	930	Wattle wood for cask making in South Africa.....	939
French crop estimates to July 1.....	931	Trade conditions in Shanghai.....	940
Government publications for sale.....	931	Substitutes in German toy industry.....	942
Rules governing the issuance of export licenses.....	932	Maximum prices for hemp in Italy.....	943
War prices in Tokyo, New York, and London.....	933	Proposals for Government supplies.....	944
Population of South Africa.....	933	Concrete-pipe factory in Germiston.....	944
		Samples of paper fabrics and yarn.....	944

PROSPECTS FOR CORN CROP IN GUADALAJARA DISTRICT.

Consul John R. Silliman reports from Guadalajara, Mexico, under date of September 5, that extensive planting and fine rains throughout the district have made favorable the prospect for the best corn crop in several years.

RESTRICTIONS ON DECK CARGOES.

The War Trade Board, in a new ruling (W. T. B. R. 220), has adopted certain restrictions on deck cargoes on unarmed vessels, proceeding without convoy from Atlantic and Gulf ports. The War Trade Board also announces certain restrictions on cargoes carried by sailing vessels. In order to avoid delays and unnecessary expense, vessel owners, charterers and agents should consult with collectors of custom or agents of the Bureau of Transportation, War Trade Board, before making commitments for deck cargoes or cargoes to be carried by sailing vessels.

PROPOSED INCREASE OF ARGENTINE CHARGES ON IMPORTS.

Commercial Attaché Robert S. Barrett has cabled from Buenos Aires, under date of September 7, that the budget for 1919 submitted by the President of Argentina to the National Congress proposes increases of 20 per cent in the official valuations of imported goods, of 50 per cent in the statistical tax, and of 33½ per cent in the port dues. The internal-revenue tax on imported playing cards is to be increased to 60 centavos (\$0.25) per pack. It is also proposed to impose an income tax which, it is suggested, may affect American interests. More complete details are being transmitted by mail.

The proposed increase in official valuations is equivalent to a general increase of 20 per cent in the import duties on all goods specified in the customs tariff. The statistical tax is less important, amounting to only 2 per mil at present, but the port dues form a considerable item in the cost of importing goods, having already been increased 50 per cent over the former rates by a law of February 8, 1918.

INCREASED BRITISH BANK DEPOSITS.

[Consul General Robert P. Skinner, London, England, Aug. 12.]

Notwithstanding the large amount that has been invested in the national war loan, aggregating at this date £1,000,000,000 (\$1,866,500,000) and in respect of which efforts are being made to maintain a weekly addition of not less than £25,000,000 (\$121,662,500), the returns of the principal clearing banks show increases in the total amounts of deposits. And in view of the recent bank amalgamations [see COMMERCE REPORTS for Mar. 2, Apr. 1, June 25, and Aug. 9, 1918] it may be of interest to show the upward tendency of such moneys. The following table gives the amounts of deposits during the half years ended June, 1917, December, 1917, and June, 1918, by the chief banks as they then existed; the latest fusions have been disregarded in order to enable a fairer comparison to be made:

Bank.	Half year ended—		
	June, 1917.	December, 1917.	June, 1918.
London City & Midland.....	\$992,086,245	\$1,102,758,840	\$1,181,151,610
London County & Parrs.....	844,866,980	1,054,490,350	1,162,128,715
Lloyds.....	705,298,005	870,340,235	918,191,865
National Provincial Union.....	706,386,810	877,079,280	879,382,895
Barclays.....	523,008,760	645,339,505	657,814,515
London Provincial & South West.....	391,650,000	373,130,120	412,587,960
Capital & Counties.....	275,000,000	284,232,370	301,000,000
London Joint Stock.....	239,559,675	289,896,409	292,835,635
National.....	188,002,375	166,660,610	114,884,820
Williams Deacons.....	166,644,400	142,218,080	144,128,060

COTTON GINNED IN UNITED STATES.

The number of bales of cotton ginned in the United States from the growth of 1918 prior to September 1, according to a preliminary report issued by the United States Bureau of the Census, was 1,039,620 bales, counting round as half bales. Prior to the corresponding date in 1917 the number was 614,787 bales, and in 1916 it was 850,668 bales. These statistics include 53,109 round bales for 1918, 23,716 for 1917, and 31,335 for 1916. The number of sea-island bales included is 201 for 1918, 2,838 for 1917, and 4,631 for 1916. The distribution of sea-island cotton for 1918 by States is: Florida, 103; Georgia, 97, and South Carolina, 1. The statistics for 1918 in this report are subject to slight corrections when checked against the individual returns of the ginneries being transmitted by mail.

Opportunity for Sale of Wool Presses in Chile.

Consul John R. Bradley reports that there is an opportunity for the sale of wool presses in the Punta Arenas district. Prior to the war presses were imported from New Zealand and Australia but none have been received for a long time, and they are being constructed locally at a cost higher than that of the imported article. A list of firms in Punta Arenas who might be interested in catalogues of wool presses may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 105421.

FRENCH CROP ESTIMATES TO JULY 1.

[Vice Consul Ernest L. Ives, Paris, Aug. 14.]

The French Ministry of Agriculture publishes in the Journal Officiel of August 4, 1918, the following résumé of the state of the French crops on July 1, 1918 and 1917:

Crop.	Condition—	
	July 1, 1917.	July 1, 1918.
Winter wheat.....	61	72
Spring wheat.....	65	63
Spelt.....	65	72
Rye.....	65	73
Corn.....	71	62
Winter barley.....	63	73
Spring barley.....	70	59
Winter oats.....	60	68
Spring oats.....	70	57
Potatoes.....	76	60
Jerusalem artichokes.....	75	67
Sugar beets.....	69	57
Distillery beets.....	70	59
Fodder beets.....	71	58
Vines.....	66	71
Apples, pears, and cider.....	70	31
Flax.....	67	67
Hemp.....	67	63
Hops.....	69	61
Willow.....	74	72
Tobacco.....	69	67

The above figures are based as follows: 100 indicates very good; 80, good; 60, fairly good; 50 fair; 30, poor, and 20, bad.

It is stated in the Bulletin Economique Français of August 10, 1918, that the grain production has been especially favorable this year; in some departments the harvest appears to be double that of 1917.

The figures show that oats on July 1 were slightly inferior to those obtained on July 1 of last year, but it is stated that in some districts this difference is less noticeable on account of the very favorable weather just previous to the harvest.

The corn crop was at first thought to be inferior to that of 1917, but has improved owing to the considerable rain at the beginning of August.

The condition of the vines is reported as being very good.

The general average of the crops for 1918 is 71, as against 66 for 1917.

GOVERNMENT PUBLICATIONS FOR SALE.

The following publications were among those received in stock for sale by the Superintendent of Documents at Washington during the week ended August 31:

Typical Specifications for Non-Bituminous Road Materials (Agriculture Department Bulletin 704).—Covers specifications, methods of testing, methods of selecting and shipping samples, etc. Price, 5 cents.

The Analysis of Permissible Explosives (Mines Bureau Bulletin 96, reprint).—Covers nature of permissible explosives, classification, characteristics, physical examination, preparation for analysis, etc. Price, 15 cents.

The Testing of Mechanical Rubber Goods (Standards Bureau Circular 38, reprint).—Covers sources and collection of rubber, rubber substitutes, reclaimed rubber, manufacture of mechanical rubber goods, physical testing of rubber, chemistry of rubber, etc. Price, 10 cents.

RULES GOVERNING THE ISSUANCE OF EXPORT LICENSES.

The War Trade Board announces the adoption of the following regulations with respect to the issuance of export licenses, effective September 20, 1918:

(a) Hereafter licenses may be granted by the War Trade Board only upon application of the consignor and only to—

- (1) Corporations organized under the laws of the United States, or of any State, Territory, or possession of the United States or of the District of Columbia, or
- (2) Residents of any State, Territory, or possession of the United States or of the District of Columbia, or
- (3) Foreign partnerships with a member who is a resident of any State, Territory, or possession of the United States or of the District of Columbia, or
- (4) Foreign corporations actually maintaining in any State, Territory, or possession of the United States or in the District of Columbia an established branch or agency for the regular transaction of its business, or
- (5) Any foreign government acting through any member of its embassy or legation accredited to the United States, or
- (6) The Traffic Executive of Great Britain, France, Italy, and the consul for Belgium, or
- (7) Any official, firm, or corporation appointed by any department or agency of the United States Government to act in its behalf.

(b) Applications for export licenses, and supplemental information sheets and any other supplementary documents or letters relating thereto will only be considered by the War Trade Board when filed by such corporations, firms, or individuals and only when signed in ink by—

- (1) An official duly authorized to act on behalf of a corporation if application for an export license is made by a corporation.
- (2) A member of a firm if application for an export license is made by a firm.
- (3) An individual himself if application for an export license is made by an individual.
- (4) A regular employee of a corporation, firm, or individual making an application for export license if such employee has been duly authorized in writing to so sign on behalf of such corporation, firm, or individual and if such authorization has been filed with the War Trade Board.
- (5) An attorney in fact of a corporation, firm, or individual making application for an export license if such attorney has been properly authorized so to act by virtue of a power of attorney duly executed and filed with the War Trade Board.
- (6) A person duly authorized to act in their behalf if application for an export license is made by a foreign government, the traffic executive, the consul of Belgium, or an agency of the United States Government.

These regulations are effective as to all applications for export licenses filed on and after September 20, 1918.

WAR PRICES IN TOKYO, NEW YORK, AND LONDON.

[Consul General George H. Scidmore, Yokohama, Japan, Aug. 3.]

Prices of commodities have advanced in all countries, both belligerent and nonbelligerent, owing to the war. According to investigations made by the Bank of Japan, the index number of average prices for the years mentioned in Tokyo, London, and New York (prices just before the outbreak of the war, or in July, 1914, being taken as 100) was:

Period.	Tokyo.	London.	New York.
First year of war.....	95.5	116.0	108.9
Second year.....	111.8	146.0	124.3
Third year.....	132.7	191.8	154.2

Thus prices had not doubled on an average before the end of the third year of war, but the advance has been accelerated since the fourth year, or since the summer of last year, as will be seen from the following table:

Period.	Tokyo.	London.	New York.
1917:			
July.....	166	218	186
August.....	178	221	189
September.....	172	220	192
October.....	172	222	195
November.....	172	225	197
December.....	175	228	203
1918:			
January.....	181	226	208
February.....	188	229	209
March.....	193	229	209
April.....	197	232	213
May.....	196	232	218
June.....	198		

Prices in London and New York have advanced to more than double the pre-war figures, and even those in Tokyo have now nearly doubled since the outbreak of the war. In this connection it has to be added that prices in Tokyo are somewhat lower than in Osaka and Kobé, the latter city being noted as the dearest place for living in the whole country. According to investigations made by the Asahi, prices of commodities in Osaka since the outbreak of the war have been about 20 per cent higher than in Tokyo.

POPULATION OF SOUTH AFRICA.

[The South African Journal of Industries, Pretoria, July.]

The preliminary returns of the census taken on May 5 last appeared in the Government Gazette of June 21 and show a total European population in the Union on the date mentioned of 1,418,060. This figure indicates a numeral increase, since the 1911 census, of 141,818 persons. This result, it should be stated, takes no account of the large number of men and women belonging to the Union who are at present on active service outside the country. The enumeration of this class is at present proceeding, and the numbers when ascertained will materially swell the aggregate given.

CROPS IN THE AZORES.

[Consul John Q. Wood, St. Michaels, Aug. 27.]

Weather conditions have been exceptionally favorable for all crops during this year. An increased acreage has been planted in almost all the principal crops with the exception of corn, and there has been sufficient labor to cultivate and harvest such crops as have matured. The stimulus of high prices for all field products has produced the best yield the islands have experienced in many years. A subsistence commission controls local prices and regulates the export of island produce.

The wheat crop has been harvested. The climate is unfavorable for this crop on account of the general humidity and the usual large rainfall during the ripening months. For this reason and also because wheat is not the staple food of the agricultural population, farmers generally do not plant sufficient for local demands. High prices and difficulty in importing American wheat or flour, however, induced planters the past season to sow more wheat than ever before. Exceptional ripening weather favored the crop, resulting in the largest wheat crop in many years, and providing enough for local consumption and a small quantity for export to Lisbon or Madeira. Millers are now grinding with satisfactory results.

Corn the Staple Food of a Large Percentage of Population.

A smaller area in corn was planted in consequence of the low price established last year by the subsistence commission and because it prohibited the export of only a limited amount of last year's crop. Planters sowed more wheat and less corn, with the impression that no such strict control would be exercised over the disposition of the wheat crop, but the commission has regulated the sale of wheat in the same manner. The staple food of 90 per cent of the people is bread made from corn flour. The climate is particularly adapted to this crop in all parts of the islands and a failure in it would be disastrous. The crop is now ripening and it can be stated that the yield will be somewhat below the average, but sufficient for all the demands of the Azores, with a small quantity for export.

Beans, Potatoes, Grapes, Sugar Beets, Tobacco, and Chicory.

There has been a large acreage planted this year in beans (horse beans) and the harvest is the best the islands have produced. This crop enriches the soil and its disposition is not controlled by the subsistence commission. There is a large export to Lisbon, and prices have risen enormously, to the profit of the exporters here.

There has been an excellent crop of potatoes, not only sufficient for the wants of the islands, but about 200 tons for export.

There is a plentiful supply of grapes and there should be sufficient wine for local consumption and some for distillation purposes. The ordinary wine of the country is not of high grade and none is exported.

The sugar-beet crop is now being harvested and it promises to be up to the average. About 3,500 tons of refined sugar are produced at the local refinery; this is sufficient for the wants of the people in these islands, with a small quantity for export to Lisbon. The price is regulated by the subsistence commission.

Tobacco is grown in small quantities by manufacturers of cigarettes in Ponta Delgada. There has been a larger consumption of the local manufacture the past year and less importation of Madeira cigarettes; consequently there will be but little tobacco in the leaf for exportation. The leaf seems to flourish here, and there could be a larger development in its cultivation.

There has been a large acreage in chicory planted on the island of Terceira, and planters on this island are turning their attention to its cultivation on a large scale. The high prices have stimulated its production enormously on Terceira, where the crop this year is estimated at 2,000 tons of the dried article. This industry dates back 14 years, but it has never assumed any proportion until war conditions brought about a demand for the product to be used in mixing with coffee, especially in England, where most of the chicory is exported.

Other Field Crops—Fruit.

Rye, barley, and oats are raised here in small quantities and the yield this year is above the average. Sweet potatoes are grown more for the purpose of making alcohol than for an article of diet. The sale of the stocks of alcohol at excellent prices in France has led to the planting of more seed during this year and the crop should be larger than the average. There has been a large demand for garden truck and the small farmers have profited largely this year from the sale of their products at good prices.

The closing of the British and German markets to the pineapple industry of the island has led planters to devote more attention to other lines of agriculture. Still there is a great abundance of this fruit, of excellent quality at very cheap prices. Bananas, oranges, and plums have been abundant as well as other small fruits.

Crops in the islands, as a whole, have been good since the war began, but this year they have been exceptionally satisfactory on all the islands. Prices have naturally risen, but while all foodstuffs are very high on the Continent, they are kept down owing to the control exercised by the subsistence commission. The islands supply almost every item of food necessary, so that the effect of the war is but little felt among the people here except when purchasing clothing and articles for the household that are imported.

GERMAN ELECTRICAL WORKS TO HAVE SWEDISH FACTORY.

[Consul General Albert Halstead, Stockholm, Sweden, July 31.]

The Allgemeine Elektricitäts Gesellschaft, which is one of the largest industrial institutions of Germany, purchased in Malmo, in the south of Sweden, before the war ground for the purpose of erecting a factory and of manufacturing electrical products for the Swedish market, so as to avoid the Swedish tariff. The war necessitated the abandonment of the original plan. Now, according to the Svensk Handelstidning of July 28, 1918, the factory is to be erected at a cost of over \$2,000,000.

Under the Swedish law the company running the factory must be a Swedish concern and subjects of Sweden alone may be officers of the company. The capital will, however, be German.

OPENING OF BRITISH SCIENTIFIC PRODUCTS EXHIBITION.

[Commercial Agent H. G. Brock, London, Aug. 10.]

The British Scientific Products Exhibition, which was officially opened to-day by the Rt. Hon. Lord Sydenham, is of particular interest at this time, since it gives very tangible evidence of the progress that British manufacturers have made in many lines of industry formerly dominated by Germany. The exhibition is held under the auspices of the British Science Guild, and the chairman of the committee on arrangements stated that its primary purpose was "to let the nation know what has been done to increase our efficiency and bring about closer coordination between science and industry during the last four years." The elimination of products made in Germany, may be said to be another aim of the present exhibition, which carries a step further the object of the British Industries Fair held in London in the spring of this year. The earlier fair was strictly a trade show, with attendance limited to bona fide trade buyers, and industries of great variety were included in its scope. The exhibition that opened to-day is considerably more specialized; that is, it comprises chiefly scientific and technical industries, special attention being given to chemical and mechanical products.

Excellent Arrangements—Divisions of Exhibition.

The exhibition is being held at King's College on the Strand, and is easily accessible to both the trade and the public. The main entrance of the College, the corridors on three floors, and large recitation rooms, lecture halls, and laboratories are utilized for the display of the 14 different sections of exhibits, which are arranged in distinct groups so that they can be quickly identified.

The various divisions of the exhibition are as follows:

1. Chemical products and processes.
2. Physical appliances.
3. Electrical and electromagnetic appliances.
4. Optical apparatus.
5. Glass, quartz, refractories, and porcelain.
6. Photographic apparatus and materials.
7. Measuring and mechanical instruments.
8. Surgical, bacteriological, and pathological appliances.
9. Papers.
10. Textile specialties.
11. Illustration and typography.
12. Exploitation of British natural products.
13. Food production and conservation.
14. Gas substitutes for petrol and petroleum products.

An excellent catalogue makes it possible to locate any desired exhibitor. The catalogue, in addition to a list of the firms represented, contains a number of valuable articles by British experts dealing with recent developments in the field covered by the exhibition.

Development of British Dye Industry—Other Chemical Products.

The development of the British dye industry since the war is clearly brought out in several comprehensive exhibits. One table contains a large number of samples of coal tar derivatives formerly imported almost exclusively from Germany. A showing is made of analytical laboratory reagents that have satisfactorily replaced those furnished by Germany prior to the war. In the same room are displayed samples of German pre-war butter color made by the Bad-

ische Aniline Co., together with specimen bottles filled with the present supply made according to the formula of a London dye-manufacturing company.

The attention of visitors is called to the fact that "not only have the few small firms that were in existence before the war increased and extended their production but many others also have come into being, so that there are now about 22 concerns engaged in this industry, whereas before the war their number could have been reckoned on the fingers of one hand."

Thymol, a most valuable antiseptic, was the German product of the oil of an Indian seed. In six weeks its price rose eightfold. It is now produced in England, as well as asperin and other well-known synthetic preparations, atropine, salicylic acid, etc., samples of which are found in the section devoted to chemical products.

An important and profitable industry, such as hard porcelain, was nearly wholly German. A successful British industry has now been built up and its products may be seen at the exhibition.

Magnetos—Tungsten and Thorium—Glass Manufacture.

One of the sections which attracts special attention is that devoted to exhibits associated with airship production. Before the war Germany had practically a monopoly of the trade in magnetos, both for car and aeroplane use. Samples of British workmanship are shown, and the statement is made that to-day there are nine British firms engaged in the manufacture of magnetos, hundreds of thousands of which have been turned out for war service alone in the past three years.

Again, all the tungsten used for specially hard steel and for the filaments of electric lamps was of German manufacture, although the origin of much of the raw material was British. The same was true of thorium, which constitutes 90 per cent and more of the material from which incandescent gas mantles are made.

Another section of the exhibit illustrates the advance made by British glass manufacturers during the war. Optical glass and chemical glass occupy a prominent place in this section. It is an open secret that for the first year or two of the war the British naval and military authorities would have been very badly off had it not been for the German lenses that they still continued to obtain through neutral markets. At present a rapidly growing glass industry has been established and the old dependence upon Jena is a thing of the past.

Paper Wearing Apparel and Containers.

Several prominent paper mills have a space for the display of their products, special attention being given to paper substitutes for textiles and tin containers. One manufacturer shows samples of a number of articles that are used by the British army and for which orders have been taken for the American troops. These include paper drinking cups, string, boot laces, paper vests, paper helmets, paper capes, and paper waders, made from a specially prepared waterproof fiber. The last-named article is made in the shape of a high-knee boot and is pulled on over trousers and socks. It has been given much use in wet weather in the trenches, in fording streams, etc., and is stated to have given excellent satisfaction. Waterproof socks for officers are also shown in the paper section, and many kinds of paper bags and

sacks (imitation burlap in appearance) are displayed. These articles have been used extensively in France for carrying coal and coke. Paper food containers for holding preserves, honey, cocoa, baking powder, etc., are also shown. (The United States commercial attaché in London will shortly submit a detailed report on the use of paper as a substitute material for jute, textiles, etc.)

Cotton Embroideries—Surgical and Medical Appliances—Munitions Exhibit.

The Nottingham Chamber of Commerce has a display of British-made cotton embroideries on net. This class of work was imported almost exclusively from Germany until 1914. Samples of wood pulp, commonly known as "artificial silk" embroidered on net, in which Bohemia enjoyed a monopoly in the British market, likewise form a part of this exhibit. The value of the embroidery trade can be understood from the 1913 statistics of importation into the United Kingdom. More than \$7,000,000 worth of embroidery entered England from Germany and more than \$12,000,000 worth from Switzerland. At the beginning of hostilities there were less than 200 embroidery machines in operation in the United Kingdom, as against 40,000 on the Continent. At present, although no detailed statistics of production are available, it is known that the British industry has made rapid strides, especially in the vicinity of Nottingham and Leicestershire. A collection of torchon laces made in these two cities is also included in the exhibit. Before the war this trade was essentially German.

The typographic section includes a very interesting showing of cigar and cigar-box labels, of which Germany formerly produced the bulk of the British requirements.

Considerable space is given up to surgical and medical appliances, among which is a collection of artificial eyes manufactured in Birmingham. In normal times a great many artificial eyes were sold in England that purported to be of domestic manufacture, but in reality were made in Germany. During the last year or two several important secrets in connection with their manufacture have been discovered in the United Kingdom, with the result that a far more satisfactory article than the Continental product is now said to be made in England.

The Munitions Inventions Department is represented at the exhibition by a corps of demonstrators and a variety of apparatus. The oxidation of ammonia is demonstrated by a simple apparatus that converts 95 per cent of ammonia into oxide of nitrogen, a method which, it is pointed out, offers important economy in the manufacture of sulphuric acid and fertilizing agents and particularly in the manufacture of nitric acid for explosives.

Future Industrial Independence of Great Britain Illustrated.

Chemicals, physical appliances, electrical apparatus, optical instruments, porcelain, pottery, photographic materials, measuring and mechanical instruments, and textile fabrics of domestic manufacture are displayed, such as, in other days, were freely sold in the United Kingdom under the label "Made in Germany." A series of lectures by well-known scientists has been arranged for the benefit of the trade and the public.

The British Scientific Products Exhibition is to continue until September 7. Fundamentally it is a war exhibition, but it is very evi-

dent that the growth and development in British industries which it typifies will continue after the war is over. The dependence of the United Kingdom upon Germany in department after department of industry—especially those that were the direct product of the application of recent scientific research—was a revelation to the country at the outbreak of hostilities. To an American visitor the present exhibition is an indication that the lesson has been well learned and that England is in a fair way to recover permanently more than all she had lost in the years of German domination of her key industries.

[A collection of the advertising literature of about 50 firms represented at the British Scientific Products Exhibition has been forwarded by the United States commercial attaché, and is available for inspection by interested persons at the New York district office of the Bureau of Foreign and Domestic Commerce, Room 734, Customhouse. Inquirers should refer to file No. 20151. A catalogue showing the list of exhibitors and containing also a number of interesting articles on recent developments in British science and industry, by experts in their respective lines, has likewise been submitted to accompany the foregoing report and will be loaned to interested persons.]

BEGIN PREPARING FOR 1919 LYON FAIR.

Consul Clarence Carrigan, in a report calling attention to the fact that many catalogues intended for exhibition at the 1918 Sample Fair in Lyon, France, did not arrive in time, suggests that it is not too early for American manufacturers and exporters to begin preparations for the 1919 Lyon Fair.

The 1918 fair was highly successful (see *COMMERCE REPORTS* for Feb. 4, Mar. 28, Apr. 17, and July 18, 1918), the consul submitting nearly 1,200 "Trade Opportunities" growing out of the American catalogue exhibit held under the auspices of the American consulate in Lyon. (These "Opportunities" were issued as Confidential Bulletin No. 35, copies of which may be obtained at the district offices of the Bureau of Foreign and Domestic Commerce.) Even greater results are looked for from the 1919 fair, which will be held in March, and for this reason the consul is anxious that no American firm desirous of participating should fail because of delay in forwarding catalogues. The consulate plans to hire space at the fair and to exhibit American trade catalogues free of charge as in previous years.

Consul Carrigan suggests that the display of actual samples, rather than catalogues only, would be preferable wherever this is possible.

WATTLE WOOD FOR CASK MAKING IN SOUTH AFRICA.

[The South African Journal of Industries, Pretoria, July.]

The South African Department of Industries has recently received information of an interesting experiment carried out with wattle wood. Two casks made in Durban from this material have so far stood the most severe tests as to durability. One of the casks was filled some two years ago with molasses and has been exposed to the weather during this period without showing the least sign of leakage. It is stated that for this purpose molasses proves a more severe test than spirit. It is also noteworthy that the wood used in the above experiment was neither specially selected nor seasoned. The subject is one worthy of further investigation, in view of the revived interest in the coopering industry.

TRADE CONDITIONS IN SHANGHAI.

[Consul M. F. Perkins, Shanghai, China, July 27.]

Trade during the first half year of 1918 in Shanghai, as was to be expected, was difficult. With increasing restrictions covering the importation and exportation of various commodities, and the continued violent fluctuations of the value of silver, and with a steady upward tendency, it has been exceptionally hard to conduct business in general.

The year commenced with a demand rate of \$103.25 to 100 taels; at the end of June it was \$111.50, and on July 23 climbed to \$113.50, where it has remained since, with only one drop to \$113.

Silver Bullion and Cash in Hands of Shanghai Bankers.

As Shanghai plays an important rôle in the exchange market, the following table showing the quantity of silver held weekly by the local banks, foreign and native, may be of interest:

Date.	Taels.	Mexican dollars.	Date.	Taels.	Mexican dollars.
Jan. 10.....	23,211,000	11,950,000	Apr. 18.....	31,165,000	13,150,000
17.....	26,058,000	11,950,000	25.....	30,351,000	13,280,000
24.....	27,114,000	11,950,000	May 2.....	29,783,000	13,360,000
31.....	27,371,000	11,950,000	9.....	31,075,000	13,350,000
Feb. 7.....	28,208,000	11,950,000	16.....	30,358,000	13,250,000
28.....	28,891,000	12,250,000	23.....	29,680,000	13,300,000
Mar. 7.....	28,887,000	12,350,000	30.....	26,677,000	13,300,000
14.....	28,400,000	12,450,000	June 6.....	26,535,000	12,800,000
21.....	28,445,000	12,450,000	13.....	25,995,000	12,800,000
28.....	29,109,000	12,700,000	20.....	25,385,000	13,000,000
Apr. 4.....	30,597,000	13,150,000	27.....	25,100,000	13,100,000
11.....	30,841,000	13,150,000			

Exports for Fiscal Year.

The following table of exports of various commodities from Shanghai for the fiscal year ended June 30, 1918, as compared with the same period the year previous, is taken from Liddell Bros.' Monthly Produce Circular (British):

Articles.	Fiscal year ended June 30—	
	1917	1918
Waste silk.....pounds..	15,613,600	11,528,000
Cocoons.....do.....	2,911,733	3,851,467
Sheep's wool.....do.....	45,480,333	39,309,600
Cotton.....do.....	104,739,733	110,934,933
China grass.....tons.....	13,811	18,366
Feathers.....pounds..	3,666,000	4,046,533
Goatskins, untanned.....pie es..	12,477,283	9,547,456
Sheepskins, untanned.....do.....	1,682,398	375,571
Skin rugs.....do.....	787,938	633,164

• Tons of 2,000 pounds.

Destination of Silk Exports.

In regard to silk exports from Shanghai, the following additional statistics are taken from William Little & Co.'s periodical circular, and cover the silk season 1917-18, as compared with the corresponding seasons of 1916-17 and 1915-16. The quantity is given in bales of one picul (133½ pounds) each:

White and yellow silk exported to—	1915-16 season	1916-17 season	1917-18 season
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Great Britain.....	2,401	2,279	2,503
France.....	7,103	6,464	6,012
Italy and Switzerland.....	98	533	565
United States.....	12,654	8,800	8,814
India and the Levant.....	12,337	13,201	11,407
Russia and Chinese coast ports.....	4,278	2,917	1,998

Of steam filature silk shipped during the 1917-18 season, 16,606 bales went to Europe and 10,441 bales to America; wild silk exported totaled 9,700 bales, of which 3,764 went to Europe and the remainder to America. Yellow steam filatures exported totaled 2,775 bales.

Total settlements for the three seasons are given as follows:

Destination.	1915-16	1916-17	1917-18
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Europe:			
White.....	12,400	10,000	8,700
Yellow.....	13,900	10,500	14,000
America:			
White.....	12,700	8,700	9,800

Shipments of Cowhides and Goatskins.

Cowhides are not mentioned in the table of exports, but it is understood that Italy at present is a large buyer, and pays 30 per cent higher prices than the United States. The declared export return of this office for the half year ended June 30, 1918, shows 1,913,337 pounds shipped to the United States, against 3,259,736 pounds for the corresponding period in 1917. As regards goatskins, it is expected that there will be considerable shortage when the season opens, owing to the fact that in 1915 all young and old goats were killed off to supply the large demand of that year. France is a spasmodic active buyer, and is practically the only competitor to the United States. If the French market drops out, the price limit set by the American Government will be the market price, but if the French market continues to buy in large quantities, American prices will cut no figure.

Destination of Tea Shipments.

The following statistics regarding tea shipments are extracted from Wisner & Co.'s periodical circular:

Destination.	1916-17 season.	1917-18 season.
BLACK TEA.		
	<i>Pounds.</i>	<i>Pounds.</i>
Continent of Europe and African ports.....	475,355	770,935
United States, including Canada.....	9,060,788	11,705,794
Russia.....	31,546,681	20,000,000
GREEN TEA.		
Great Britain.....	7,083,232	1,254,400
Continent of Europe and African ports.....	4,038,530	3,483,999
United States, including Canada.....	10,012,155	12,699,067
Central Asia.....	1,596,534	2,160,000
Bombay and Indian ports.....	1,431,736	3,856,264

The new season's black-tea crop (1918-19) was offered in mid-May. Kheemuns were about 40 taels per picul at Shanghai. The crop was

of medium quality, and business was confined to the best teas. Arrivals were about 90,000 half chests. Ningchows were good, and transactions have taken place with prices ranging from 21 to 40 taels. Hankow teas were indifferent, and business done for North China market at 22 Hankow taels. Arrivals were approximately 260,000 half chests.

Green teas had a fair reception; low-grade Foong Mees and Sow Mees were mostly in demand, but supplies were rather short. Uncolored teas experienced a strong market and practically all arrivals have been sold. Tael prices were below last season's, but c. i. f. cost works out about 2 cents over last year. The market for Hoochows and Pingsueys is not yet open, buyers' and sellers' prices being too far apart; the quality of the teas is good, and style, except Wenchow, quite satisfactory.

Freight Conditions.

Freight space to the United Kingdom continues as heretofore, British Government requirements practically monopolizing all space available, with only occasional space open for merchants. Freight to the United States via the Pacific were fairly taken up, though at times ships found difficulty in getting a full cargo, due chiefly to the frequent changes made by our Government in the list of restricted and prohibited articles. Rates, however, stand for general cargo at \$60 per 40 cubic feet, or 2,000 pounds.

SUBSTITUTES IN THE GERMAN TOY INDUSTRY.

If substitutes have saved the situation in the great German industries, says the Board of Trade Journal in quoting the *Norddeutsche Allgemeine Zeitung*, they have been no less potent in the smaller industries. Without substitutes many an industry would have been brought to a standstill, or at any rate would have had to curtail its activities enormously. This applies to provisions, textiles, paper, clothing, and footwear; it also applies to toy making, which is centered in Nuremberg, Furth, Sonneberg, the Erzgebirge, and Waltershausen.

The shortage of countless kinds of raw and subsidiary materials is so great that the manufacture of very many sorts of toys and dolls would have been impossible but for substitutes. For many things, indeed, no suitable substitutes have yet been discovered, as, for instance, for furs, leather, and plush, quantities of which are required for toy making. Sheepskins, goatskins, calfskins, and hare-skins are almost out of the question. Nor can the poor quality felts and paper materials take the place of leather and plush; while for dolls' clothing no substitutes will do. The public reject dolls' dresses made of paper or paper stuff, alleging that paper substances are ugly and stiff and soon wear out. But for other kinds of toys paper materials have been found most useful.

Mohair Manufactured in Germany—Thread, Varnish, Glues.

One of the most important subsidiary articles for making dolls, says the journal referred to, is mohair. Mohair was manufactured in Bradford, and England had practically a monopoly of this commodity, which is made of the long hair of the Angora goat found in

Asia Minor. The war will change all this in favor of Germany, "and we are certain," the writer of the article adds, "that possibly even during the war, but undoubtedly after the war, mohair will be made in Germany." The demand for this commodity is great; Sonneberg alone worked up several million marks' worth annually. In the meantime, however, a substitute had to be discovered for mohair, and it was found in artificial mohair, which, like artificial silk, scarcely differs from the real article. But it suffers from the disadvantage of being too expensive, and apart from that has been placed under embargo for Army requirements. There was, therefore, no other course open but to use human hair. Of this, however, the quantities are not large, and as its price is high it came into use only for the very best kinds of dolls.

Sewing thread is another subsidiary article for which a substitute had to be found, because the original has become very scarce indeed. It has been replaced to a limited extent by paper thread. Varnish has become so expensive that it is out of the question for the toy industry, which has to make shift with all sorts of substitute varnishes. The result is that the beauty and strength of the toys leave much to be desired. It is difficult to find glue substitutes, and there is therefore an enormous demand for bone glue.

Pasteboard Replaces Cork and Wood.

Pasteboard has taken the place of cork, as in popguns; boxes of wood have vanished and their place has been taken by cardboard; and horses' harness, which before was made of leather and oilcloth, is now of paper stuff. These are but a few of the substitutes which have enabled the toy-making industry to carry on.

It is admitted, however, that the substitutes seriously affect the quality of the goods. But this is inevitable; and war-time demand must be content with what it can obtain.

MAXIMUM PRICES FOR HEMP IN ITALY.

[Consul General David F. Wilber, Genoa, Aug. 2.]

By decree of July 29 Italy established maximum prices for raw hemp of the crop of 1918 and preceding years, dividing the hemp into six grades, as follows:

1. Good—for the districts of Bologna, Bondeno, Finale, and Cento, 580 lire per quintal of 220.46 pounds. (At normal exchange the lira is worth 19.3 cents.)
2. Good medium—for the same districts as above, 580 lire.
3. Medium—for all localities, 560 lire.
4. Poor—for all localities, 530 lire.
5. Bad—for all localities, 440 lire.
6. Refuse and tow, 340 lire.

These prices are for raw hemp in the storehouses of the seller and not cut by mattock.

Bound Volume of "Commerce Reports" Desired.

The Tanners' Council desires to obtain the bound volume of **COMMERCE REPORTS** for the October-December quarter of 1917. Any person desiring to dispose of this volume should communicate with the Tanners' Council, 1753 Rhode Island Avenue, N.W., Washington, D. C.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Clothing, No. 5398.—Sealed proposals will be received at the office of the Quartermaster General, 109 East Sixteenth Street, New York, N. Y., until September 25, 1918, for manufacturing overcoats, wool service coats, and wool trousers.

White lead, No. 5399.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 27, 1918, for furnishing and delivering at the penitentiary, Leavenworth, Kans., white lead, linseed oil, turpentine, and drier.

Riprap, No. 5400.—Sealed proposals will be received at the office of the Mississippi River Commission, first and second districts, Customhouse, Memphis, Tenn., until October 7, 1918, for furnishing and loading about 12,000 cubic yards of riprap stone on Government barges.

Repair of pier, No. 5401.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 16, 1918, for repairing the existing walls of Pier No. 1, at the navy yard, Boston, Mass., comprising removal of old concrete, laying granite, placing of reinforcing fabric, and the placing of mortar by the cement gun process. Refer to specifications No. 3291.

CONCRETE-PIPE FACTORY IN GERMISTON.

[The South African Journal of Industries, Pretoria, July.]

A factory for the manufacture of Hume concrete pipes has been established at Germiston, Union of South Africa. The company has acquired 16 acres of land, and is erecting substantial buildings and constructing a private railway siding. Pipes of 4-inch diameter and upward will be made, as well as open gutterings, tiles, tanks, and silos. It is understood that the company has already received an order amounting to £47,000 from the Rand Water Board.

SAMPLES OF PAPER FABRICS AND YARN.

Consul General Marion Letcher has forwarded from Christiania, Norway, an interesting set of samples of paper fabrics, twine, and driving belts. Certain of the samples are of German make, the remainder of Norwegian production. They may be examined by interested American firms at the district offices of the Bureau of Foreign and Domestic Commerce in New York, Boston, Chicago, St. Louis, San Francisco, and Seattle, upon referring to file No. 104143.

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CONTENTS.

	Page.		Page.
Changes in export conservation list.....	945	Offices of the Bureau of Foreign and Domestic Commerce.....	953
Food crop prospects in New Brunswick.....	946	Development of vegetable-drying in Germany.....	954
Soda manufacturing plant in Tientsin.....	946	Hongkong rice market.....	956
Amendments to British companies acts.....	947	Combination in Finnish paper industry.....	957
Italy regulates cotton manufacturing.....	949	Bagdad as a commercial center.....	958
Diamond-cutting industry of South Africa.....	950	New wireless station on the Isle of Pines.....	959
Construction of wooden vessels in British Columbia.....	951	Foreign trade opportunities.....	960
Important Swedish telephone merger.....	952	Free-port project for Petrograd.....	960
Japanese new exchequer bonds.....	953		

CHANGES IN EXPORT CONSERVATION LIST.

The War Trade Board announce in a new ruling (W. T. B. R. 216) the addition of the following commodities to the Export Conservation List, effective September 11, 1918:

Aluminum, metallic, and all articles containing 10 per cent or more (in weight) of metallic aluminum, X-2. (Individual licenses not required to Canada and Newfoundland.)

Alloys, as follows: Dental, X-4; titanium, X-2; uranium, X-2.

Animal hair, as follows: Manufactures of, and raw.

Bichloride of tin, X-4.

Cameras, moving-picture.

Cameras, photographic, other than moving-picture cameras. (Individual licenses not required if accompanying a passenger as personal baggage.)

Cartridges and shells, loaded and unloaded, and reloading and cleaning tools for same, X-2.

Crystals, tin, X-4.

Degras.

Dental alloys, X-4.

Flax and all articles containing flax, X-2.

Hair, animal, as follows: Manufactures of, and raw.

Kapok.

Lead, as follows: Pig, X-2; pipe, X-2; sheet, X-2.

Lenses, optical, mounted or unmounted, including lenses forming part of apparatus but not including spectacle, eyeglass, or reading-glass lenses. (Note exception under Cameras.)

Instruments, as follows: Containing lenses. (Note exception under Cameras.)

Metallic aluminum and all articles containing 10 per cent or more (in weight) of metallic aluminum, X-2. (Individual licenses not required to Canada and Newfoundland.)

Moellon degreas.

Moving-picture cameras.

Optical lenses, mounted or unmounted, including lenses forming part of apparatus but not including spectacle, eyeglass, or reading-glass lenses. (Note exception under Cameras.)

Ore, as follows: Radium, X-2; uranium, X-2; titanium, X-2.

Oxide of tin, X-4.

Pearls.

Photographic cameras, other than moving-picture cameras. (Individual licenses not required if accompanying a passenger as personal baggage.)

Pig lead, X-2.

Pipe lead, X-2.

Radium, as follows: Luminous compounds, X-2; ores, X-2; salts, X-2.

Salts, as follows: Radium, X-2; tin, X-2; uranium, X-2.

Sheet lead, X-2.

Tin, as follows: Bichloride of, X-4; crystals, X-4; oxide of, X-4; salts, X-4; sundry articles, all, either made of tin plate or coated or dipped in tin, X-4.

Titanium and its compounds, X-2.

Uranium, as follows: Alloys, X-2; ores, X-2; salts, X-2.

The removals from the Export Conservation List, as shown below, have been adopted, also effective September 11, 1918:

Aluminum and all articles containing 10 per cent or more (in weight) of aluminum, X-2. (Individual licenses not required to Canada and Newfoundland.)

Cameras, photographic (valued at over \$35 each).•

Cartridges, X-2.

Flax, and all articles containing flax which are manufactured in the United States, X-2.

Lenses, optical (except spectacle, eyeglass, and reading-glass lenses).

Optical lenses (except spectacle, eyeglass, and reading-glass lenses).

Photographic cameras (valued at over \$25 each).

Radium, its salts, and radium luminous compounds, X-2.

Titanium, X-2.

Uranium, X-2.

FOOD CROP PROSPECTS IN NEW BRUNSWICK.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Sept. 4.]

Although the harvesting season in New Brunswick is this year later than usual, owing to adverse weather conditions during the spring and early summer, it is now possible to give fairly accurate estimates of the grain and potato crops.

Reports from the chief producing districts of the Province are to the effect that the potato yield will be generally satisfactory both as regards quantity and quality. A month must yet elapse before the real potato harvest will be begun, and the stock as a whole will not be matured until that time. Up to date there have been but few fields found to be suffering from blight, and no general damage from this cause is anticipated.

Large Wheat Harvest Expected.

After a trip through a large section of the grain-growing area of the Province the minister for agriculture has returned and given publicity to his opinion as to the wheat harvest. He says that from his own observation of conditions he can only believe that both the acreage and probable yield in New Brunswick in 1918 had been underestimated. Wheat fields are of fine appearance; the quality of the grain is of the highest; and there is no doubt that this Province will more than meet its requirements in the matter of wheat flour, and probably will be able to export a fair quantity. In addition to the flour that will be obtained, the minister calls attention to the valuable by-products of the milling, which will be of great use in the feeding of live stock.

SODA MANUFACTURING PLANT IN TIENTSIN.

[Commercial Attaché A. W. Ferrin, Peking, July 20.]

It is reported that leading Chinese merchants in Tientsin are forming a company for the manufacture of soda, the natural salts of which are very abundant in the Province (Chihli). It is calculated that at the present high price of imported soda the proposed factory, the cost of which is estimated at \$300,000, can show a profit of \$650,000 a year, or over twice the cost of the plant.

AMENDMENTS TO BRITISH COMPANIES ACTS.

The committee appointed by the British Board of Trade on February 27, 1918, to inquire into the subject of amendments to the Companies Acts, 1908-1917, with particular regard to the circumstances arising out of the war and to after-the-war developments, has recently submitted its report to the President of the Board of Trade and the Minister of Reconstruction. The character of the amendments that may be required, it is pointed out by the committee, would depend primarily upon the policy that may be adopted by the British Government after the war in regard to the participation of aliens, at present enemies of Great Britain, in the economic life of the country. It is assumed by the committee that there is no desire to adopt any measures against aliens in general or to bar all foreign capital, in view of the fact that not only is foreign capital essential to the maintenance of London as the financial center of the world but that such capital as may be available for investment after the war will, in all probability, come from countries other than the central Empires.

Disclosure of Nationality of Capital.

From such legislation as the Registration of Business Names Act, 1916, the Companies (Foreign Interests) Act, 1917, and the Companies (Particulars as to Directors) Act, 1917, it is inferred by the committee that there is a desire to ascertain the extent of alien participation in the commerce and industry of the country. Some of the witnesses appearing before the committee have also expressed themselves in favor of disclosure of nationality by all shareholders in British companies and, in some cases, of limitation of the proportions which aliens may hold of the share capital of a company. On the other hand, some of the witnesses have called attention to the fact that such restrictions might interfere with the influx of foreign capital into the country. If any restrictions are to be placed on the investment of capital from certain alien sources, such control, it is asserted, would have to be exercised through the supervision of companies. The committee goes on to point out the difficulties involved in securing disclosure of nationality of shareholders and guarding against alien control in the directorate. This is due largely to the fact that shares may be held in trust and that it would be practically impossible to require sufficiently frequent declarations to take care of new transfers of stock. In the opinion of the committee, the only effectual way of meeting the problem would be to provide that the stock might be forfeited if it should be transferred to an alien. The committee believes, however, that such a provision is neither practical nor desirable. As to the nationality of the board of directors, while it would be easy to insure that it should consist entirely or largely of British subjects, there would be no means of guarding against its control by influential alien shareholders.

Having pointed out the difficulty involved in the question of the control of nationality of capital invested in Great Britain, the committee takes up the question of policy and the desirability of adopting legislation against the employment of foreign capital except under conditions guaranteeing British control and of restricting such legislation to certain aliens only.

Classification of Companies.

As a basis for its recommendations along these lines the committee suggests that a distinction should be made between different classes of companies and offers the division of companies into three classes, as follows: Class A, companies not included under classes B and C; class B, companies owning British shipping; and class C, companies engaged in "key" industries.

In the case of companies falling under class A, it is the recommendation of the committee that no restrictions whatever be adopted. In making this recommendation the committee is actuated by the anticipation that the foreign capital will come largely from countries against which no discriminatory restrictions are desired. The committee is opposed to any distinction between aliens according to nationality, pointing out that any such distinction would involve disclosure of alien ownership, which would not only require very complicated machinery of control in order to be effective, but might also have a deterring effect on investments in British securities. Should it be decided to discriminate against aliens of certain nationalities, such measures should be limited to a period of a few years after the conclusion of peace. In order to provide for a contingency which may make it advisable to adopt legislation for disclosure of nationality of shareholders in British companies, the committee has worked out a scheme providing for detailed reports regarding the ownership of shares, upon allotment and transfer, nationality of board of directors, and penalties for failure to make the required reports.

It is admitted by the committee that the proposed scheme, while very detailed and laborious, will still fail to guard against control or influence by holders of debentures, as the existence of bearer debentures would make it impossible to apply the disclosure provisions to such securities, and the committee does not feel justified in recommending the discontinuance of bearer debentures. The committee expresses its opposition to the establishment of a permanent commission to act as a tribunal in the case of an inquiry as to whether any corporation, by reason of the nationality of the incorporators or the persons interested in it, is for economic or political reasons injurious to the national interests of the British Empire or any of its constituent parts. It is the opinion of this committee that any benefit that may ultimately be derived from such a tribunal would be more than counterbalanced by the disadvantages that would result from its existence, as all foreign investors of capital in British industries would be compelled to consider the future contingency of their enterprise being regarded as injurious to the national interests of the British Empire, and might prefer to abandon their projects. The committee believes that the contingencies, such as those contemplated by the advocates of the special commission, could best be met by special legislation.

In regard to companies coming under class B—companies owning British shipping—the committee suggests certain amendments to the Merchant Shipping Act, 1894, so as to exclude a shipping corporation whose stock is owned largely by aliens. The committee does not believe that the total exclusion of aliens from ownership of British ships is essential to national safety, and it suggests that it

would only be necessary to insure that not more than 20 per cent of the power of control should be in alien hands. If this limit is to be adopted, it would be necessary to provide for disclosure of nationality and against the allotment or transfer of shares above the prescribed limit. Bearer shares must consequently be forbidden. The committee recommends an exemption from the above provision in the case of shipowning corporations where the shipping is only a subsidiary part of the undertaking.

For companies falling under class C—those carrying on “key” industries—the committee recommends special supervision by the Board of Trade. The committee does not attempt to give a definition of a “key” industry, but is of the opinion that it would be possible to define by statute in general terms the characteristics of such an industry and leave its application in each particular case to a body like the Board of Trade. It is the recommendation of the committee that the Board of Trade be authorized to inquire at any time whether a company in class A is carrying on a “key” industry, and if such is the case the company should be transferred to class C and become subject to certain provisions calculated to disclose the ownership of the stock. The 20 per cent limit for alien stock ownership, recommended in the case of shipping companies, should also apply to companies coming within class C.

Miscellaneous Recommendations.

The report also considers other topics bearing on the question of alien investments, such as incorporation by aliens, naming of companies, and bearer shares. No restrictions are recommended against incorporation by aliens of companies in Great Britain. The committee recommends that measures be taken to prevent the use of a company name suggesting British nationality in cases where it is not warranted by the ownership of stock. In regard to bearer shares, the committee has expressed itself in favor of their maintenance, unless the measures providing for disclosure of ownership are adopted, in which case they would have to be abolished. It is the opinion of the committee that the system of bearer shares facilitates the sale of British shares in foreign countries through the branches of British banks or their correspondents; and, as they are usually taken up by small investors, their control practically remains in the hands of the British banks.

[Copies of the report are on file in the Bureau of Foreign and Domestic Commerce, where they may be consulted by those interested. A review of the committee's findings is given in the British Board of Trade Journal for Aug. 15 and 22, 1918.]

Italy Regulates Cotton Manufacturing.

For the duration of the war and until six months after the conclusion of peace, reports Consul General David F. Wilber, of Genoa, firms in Italy possessing machinery suitable for the production of yarns and manufactures of cotton necessary to the military administration must, under a recent lieutenant's decree, set aside a certain proportion of their equipment for the exclusive production of goods desired by the military authorities.

DIAMOND-CUTTING INDUSTRY OF SOUTH AFRICA.

[British (Government) Board of Trade Journal, Aug. 15.]

The question of diamond cutting in the Union of South Africa has come before the Industries Advisory Board as the result of applications by persons interested in this industry who desired facilities for obtaining a regular supply of rough stones.

The applicant in one case asked to be allowed to purchase, at current market prices, 12,000 carats of stones for the first year, doubling that amount in each succeeding year up to 10,000 carats a month. It was further suggested by the applicant that the Government should supply the stones and take 60 per cent of the profits on the sale of the cut stones. The applicant would supply the premises, plant, and labor. A master cutter was said to be already in the Union. It was proposed to start with 40 Dutch and Belgian splitters, cutters, and polishers, to be obtained from Europe, who would turn out 364 finished carats from 800 rough carats per month. This, it was pointed out, represented approximately the South African demand for polished stones. Additional workers would be imported as required up to 650, and each worker would train a South African apprentice.

Proposals of Two Other Applicants.

In 1916 the proprietor of a small factory for cutting and polishing diamonds in Johannesburg applied for a subsidy of £3,000 [roughly \$15,000] a year for a number of years, in return for which he was prepared to undertake to teach 10 children yearly the different branches of diamond cutting. In the application it was suggested that some portion of the proceeds from the export tax on diamonds might be applied to establishing the industry on the lines suggested.

The Government was urged by another applicant to request De Beers, the New Jagersfontein, and the Premier companies to state definitely whether they were willing to accept, as a continuous policy, the voluntary obligation of selling rough diamonds for bona fide local cutting at the London parity of prices, permitting cutters to buy freely the kinds they required.

Difficulties of the Industry.

In addition to these specific proposals, the papers submitted to the board contained representations of a more or less academic character regarding the possibility of establishing in the Union a diamond-cutting industry on a large scale. The board assumed, however, that the Government desired its advice chiefly on the applications received regarding the supply of stones rather than upon the larger question of the establishment of the industry by Government agency, which, it was considered, was far too complicated a matter to be dealt with without much more extended research and inquiry than the board, under existing circumstances, could possibly give it.

A digest of all available evidence on the subject of the establishment of a diamond-cutting industry in the Union was prepared at the request of the board, but this disclosed a remarkable diversity of opinion on the part of those in the best position to speak on the subject. In the opinion of the board the question as to whether it would be possible to build up a diamond-cutting industry in South Africa can only be determined after the fullest technical inquiry. The question bristles with difficulties, and many of those persons

most desirous of seeing the industry established in the Union are convinced, after consideration of all the facts—gained, in some instances, by personal inquiry in the chief centers of the industry—that without an enormous capital, and a disposition on the part of the Government to support the industry against the inevitable opposition of established interests, it would be impossible to divert permanently this trade from its long-established channels.

The board, it should be stated, was not entirely unanimous in thinking the occasion inopportune for dealing with the question, although it was generally agreed that there were other industries in the country, less dependent upon the fickle dictates of fashion and possessing greater possibilities of success, which deserved the more immediate consideration of the Government.

Arrangements for Supply of Stones.

On the other hand, the board was agreed that if there were persons in the Union desirous of making a start in this business, it was only right that the Government should give them every assistance in its power to secure supplies of rough stones. It was with satisfaction, therefore, that the board learned, at a later stage of its proceedings, that local cutters had been placed in a position to obtain supplies. Under an agreement entered into by the Government for the sale to the diamond syndicate of South-West African diamonds, it is especially provided that if any diamonds are required within the Union for industrial purposes, such as the encouragement of the cutting industry, the Government shall be entitled to call upon the syndicate to sell diamonds to an extent not exceeding 5 per cent of the monthly production of South-West African diamonds at the market price prevailing in London, less freight, insurance, and charges both ways.

The board was also assured that, so long as the Government had control of the sale of the diamonds from the Protectorate, it would insist on retaining the right to call upon the purchaser of the output not to close the supply of the raw product against the cutting industry within the Union.

The board was further informed that the terms of the agreement referred to had been brought to the notice of those who had already applied to the Government, and had been made public through the press.

CONSTRUCTION OF WOODEN VESSELS IN BRITISH COLUMBIA.

[Consul R. B. Mosher, Victoria, British Columbia, Canada, Aug. 21.]

The Foundation Co. (Ltd.), of Victoria, has given publication to the statement that a contract for the construction of 20 full-powered wooden steamers has been awarded them by a foreign government.

The company will operate a 10-way yard in Victoria and expect to lay the first keel within a few days, employing about 1,000 men at once. When all the ways are in operation about 4,000 men will be employed, at an estimated weekly average pay roll of \$175,000.

About 15 wooden, auxiliary-powered vessels have been constructed in Victoria since the outbreak of war. of about 2,700 tons dead-weight capacity each. The new contract calls for vessels of 3,000 tons dead-weight capacity each. It is the intention of the company to purchase as much of the supplies in the local market as possible.

IMPORTANT SWEDISH TELEPHONE MERGER.

[Consul General Albert Halstead, Stockholm, July 31.]

The *Affärsvärlden*, a Swedish trade journal, for July 10, 1918, reports the consolidation of the *Aktiebolaget L. M. Ericsson & Co.* and *Stockholms Allmänna Telephone Co.*, stating:

The two Swedish telephone companies have been combined in order to meet expected competition and possible business extensions after the war. The *Aktiebolaget L. M. Ericsson & Co.* mainly manufactures telephone instruments and materials, while the *Stockholms Allmänna Telephone Co.* installs and maintains the wires. The latter company also has concessions for wires in other countries.

As competition sometimes arose between these two companies, a new company, *Telefonbyggnads Aktiebolaget* (Telephone Installments Co., Ltd.), was organized to take over both companies' interests in Russia. This company has installed a large number of telephone wires in Russia. The Russian Government has taken over the wires in Russia without as yet granting compensation, the question still being under consideration. The telephone wires in Warsaw were in August, 1915, seized by the Germans, but the company expects to have them restored in good condition in the future. The temporary Government of Poland has requested that the telephones may be used for traffic again.

Stockholm's Allmänna Telephone A. B. recently sold its wires with certain properties to the Government, but its factory will continue to manufacture materials for the Government for the next five years. It has also recently established a factory for manufacture of cables.

Aktiebolaget L. M. Ericsson & Co. employs about 1,500 men in Stockholm, 3,000 in England, America, and Austria-Hungary, and under normal conditions 3,000 in Russia. Besides telephone materials, it makes electric meters, magnetic spark plugs, etc. Its branch in Russia used to be a great enterprise, that country absorbing the plant's entire output. Its main competitors in Russia are the Germans.

Other Branches of Ericsson Co.—World Market.

The largest branch of the Ericsson Co. is in England, where it employs 1,000 persons, with a market in England and its colonies. However, its export trade is almost closed on account of England's consuming all its output. Its competitors in England are the Western Electric Co., some English firms, and the Siemens Bros. firm, which before the war was German.

Ericsson Co.'s branches in Vienna and Budapest manufacture mostly telephone instruments. The production has increased and is still growing. Business in Budapest is better than in Vienna. Employees in Vienna number 640 and in Budapest 460. The market is only domestic. There was competition with several Austrian firms and with the Western Electric Co. before the war.

Its branch in France is of recent origin and is much hampered on account of the shortage of labor. At present it employs 200 persons and has to meet competition from both French firms and the Western Electric Co. of America.

The Western Electric Co. is the Ericsson's largest competitor in the world market and the only one to be seriously considered. Next to the American competition comes the German, which, however, has been of any importance only in Russia.

The United States has had its most important business in Canada, Brazil, Cuba, and partly China; Germany has had Russia. The Swedish telephone industry has had a more even apportionment. Outside of the United States, Canada, Cuba, Japan, and Germany it has been successful everywhere. For example: In South Africa it has almost the monopoly; in Australia, fair market; in South America, markets in all the republics; in Mexico it has concessions on wires in the capital and competes successfully with the Americans; in Holland's colonies in India the market is almost exclusively Swedish; in

China some of the market is Swedish; in British colonies in India it has a lately developed market; in Egypt, a considerable market; in Spain it offers a successful competition with the Germans; in France it possesses a considerable market; holds markets in the Balkan States, Switzerland, Holland, Belgium, Denmark, etc.; Germany has offered no market, however, for the Swedish telephone industry.

The telephone industry has a big field to be invaded. Should the number of telephones used in England, France, and Germany increase to the same number per 100 inhabitants as in Sweden; in Austria-Hungary, Russia, Spain, and Italy by half that number; and in such countries as Argentina, Brazil, Chile, and Japan by one-fourth, the total number of telephones needed would be about 8,000,000.

JAPANESE NEW EXCHEQUER BONDS.

[Extract from Japanese Chronicle of Aug. 4, transmitted by Consul General George H. Seidmore, Yokohama.]

As expected, the Government has decided to issue extraordinary exchequer bonds for 100,000,000 yen (\$19,850,000), chiefly as a means of obtaining the funds necessary for financing the export trade. Particulars of the new issue appeared in the Official Gazette of yesterday. The date of issue is August 20, with redemption in three years. The issue price is \$96.75 yen (\$47.23), and the bonds will bear interest at 5 per cent per annum. Bonds will be issued in denominations of 25, 50, 100, 500, 1,000, 5,000, and 10,000 yen (\$12.46, \$24.93, \$49.85, \$249.25, \$498.50, \$2,492.50, and \$4,985). With regard to the new issue the Finance Department has issued the following explanatory statement:

What with the excess of exports over imports and receipts from sale and charter of steamers, exchange has been one-sided, the drafts bought and possessed by the exchange banks amounting to no less than 500,000,000 yen (\$249,250,000). The result is a steady advance in export exchange with an adverse effect on the export trade. In the second half of this year it is estimated that there will be a further increase of 300,000,000 or 400,000,000 yen (\$149,550,000 to \$199,400,000) in receipts from abroad. So far the Bank of Japan has made an extra issue of about 200,000,000 yen (90,700,000) of notes in order to provide exchange banks with the necessary working funds; but this measure is not well-advised, as the inevitable result is an inflation of currency. On the other hand the Government has bought as much specie as is consistent with its financial policy in order to promote the release of exchange funds, but the Government's resources are limited and not sufficient to regulate the condition of international accounts. The Government has accordingly decided to apply the regulations controlling the issue of extraordinary exchequer bonds, and has arranged to issue bonds for 100,000,000 yen (\$49,850,000). The object of the new issue is to prevent inflation of currency and to promote export trade by providing exchange banks with working funds absorbed from the open money market. It need hardly be added that the money thus withdrawn will soon return to the market through exporters, who will receive the money in payment for their export drafts.

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DEVELOPMENT OF VEGETABLE-DRYING IN GERMANY.

The Deutsche Tageszeitung of February 20, 1918, reported in brief an address which was delivered before the German Agricultural Society shortly before that date by Dr. Eisener, a member of the "Central Office for the Drying Industry," a summary of which follows:

The vegetable-drying industry in Germany has developed tremendously during the war; in fact, it has developed to such an extent that it may be taken to have reached its zenith. Lack of vegetables will prevent further expansion. Attention is called to the fact that the number of factories established for the purpose of drying vegetables for human consumption and for feeding purposes has increased to such proportions that even kitchen refuse is being experimented with in the larger cities. Dr. Eisener predicts that the importance of this industry will greatly diminish after the war, when Germany becomes less dependent upon its own production of vegetables than now, and therefore does not need to be so sparing.

Number of Vegetable-Drying Establishments.

According to a recent census, Germany now possesses over 700 factories for drying specially potatoes, 150 corn-drying establishments, 400 open drying plants suitable for partly desiccating different products, 250 vegetable-desiccating factories, 22 milk-drying establishments, and 400 plants established specially for the drying of cabbages. As an indication of the increase in the use of dried vegetables, statistics regarding the drying of potatoes may be cited from the "Eleventh Supplementary Memorandum on War Economic Measures," which was laid before the Reichstag early this year. This memorandum gives the following figures regarding potatoes dried in Germany during the years mentioned, as follows: 1913-14, 11,500,000 hundredweight; 1915-16, 17,500,000 hundredweight; present capacity, 37,000,000 hundredweight. The same memorandum further states that about 200 of Germany's total of 1,500 malt kilns are equipped for vegetable drying.

A Profitable Industry in Holland.

Vegetable drying in Holland was quite unknown before the war. During the past three years, however, numerous factories have sprung up in all parts of the country, and vegetable drying is to-day one of Holland's most profitable industries. The profit in this industry is largely due to the very strong market in Germany for Dutch dried vegetables. It is reported that the vigor of this market results from requirements in Germany for army consumption. The Dutch industry latterly has been working under serious difficulties on account of lack of fuel. Formerly kerosene was largely used in these factories, but several months ago the stocks of kerosene in Holland became so small that the Government discontinued permitting its use for the purpose of drying vegetables. German coal was then resorted to, low-grade Dutch anthracite being unsuitable and unavailable in sufficient quantities. But supplies of German coal have also failed. At the present time most of the factories are using wood almost exclusively as fuel.

Fruit and Vegetable Situation in Germany During the War.

The Norddeutsche Allgemeine Zeitung of February 2 last contained a lengthy article describing the fruit and vegetable situation

during the war, parts of which may be quoted as follows: As a result of the extreme disorganization of the fruit and vegetable trade during the winter of 1915-16, and the consequent shortage in many localities—particularly in some of the larger cities—of various kinds of fruits and vegetables, the Imperial Office for Vegetables and Fruit was established in May, 1916, its object being to institute a rational system of maximum prices, and at the same time to devise a scheme for equitable distribution of the limited quantities of fruit and vegetables. This office is divided into a commercial division, which in turn is organized into a limited company, and an administrative department which is an Imperial governmental office operating under the immediate supervision of the Imperial Office for Vegetables and Fruit. The head of the administrative division is also head of the commercial division, and it is expressly understood that the limited company which operates as the commercial division must conduct business according to the principles laid down by the administrative division. The participants in this corporation are the Empire, the Federal States, some of the larger communal unions, and the "Union of German Mercantile Associations." This concern is run on a no-profit basis. There is a limit of 5 per cent returns on the capital invested. Other profits go to the Imperial Treasury.

The above-described organization has grown during the past two and a half years to very large dimensions. Branches of the Imperial Office for Vegetables and Fruit have been established in all parts of Germany, and purchasing agencies have even been established in various neutral countries in order to undertake the purchase of fresh and preserved vegetables on a large scale and in an economical fashion. In the Netherlands, for instance, this purchasing is in the hands of a so-called Dutch concern called the Zentral Einkaufsgesellschaft which was established in the last months of 1916, and which, from that time to the present has had a monopoly on the purchasing of vegetables and fruit for shipment to Germany. It appears that since early in 1917 the operations of the Imperial Office for Vegetables and Fruit have been somewhat revised—so that one of its main functions now is to secure each season a certain specified amount of dried and preserved vegetables and fruit of each sort for the use of the army.

Control of the Vegetable and Vegetable-Drying Industry in Germany.

By order of January 23 last (see "Deutscher Reichsanzeiger" of Jan. 25, 1918) the German War Food Minister placed the so-called German Imperial Office for Vegetables and Fruit (Administrative Division) in supreme charge of all regulations regarding the working-up of vegetables and fruit for commercial purposes. Among other things this regulation provided that the so-called war company for vegetable conserves and the war company for dried vegetables would have exclusive authority to grant permission to use vegetables respectively for conserving and drying purposes. According to this same regulation, manufacturers of these products should be required on demand of the above-mentioned companies or on demand of the Imperial Office for Vegetables and Fruit, to furnish all information regarding their purchases, sales, etc. It would appear as if the way was being prepared for a stricter control of the preserving and drying industry whenever such a step might become necessary.

One of the chief functions of the Imperial Office for Vegetables and Fruit has been the keeping of records of activities of different drying establishments. As a result of these records, idle or partially idle factories have been supplied with vegetables from districts where the factories were being overworked.

Various of the German States have been establishing special commissions, etc., for the purpose of studying and promoting the drying of vegetables.

Uses of Dried Vegetables.

Along with its work of promoting the economic use of vegetables, the German Imperial Office for Vegetables and Fruit has been carrying on an active campaign to popularize the use of dried vegetables. Comprehensive practical cooking experiments have been carried on, and on the basis of these experiments pamphlets containing recipes for the household use of various vegetables, have been issued in large numbers and distributed widely. At present the Imperial Office is said to be conducting careful experiments as to the best method for drying vegetables so as to preserve as much as possible the original flavor. Dried vegetables are not used to any extent in Holland.

An owner of a large vegetable-drying factory in Holland recently stated that the drying processes now used in Holland reduces the weight of root vegetables, including potatoes, by about 80 or 85 per cent, and reduces the weight of such vegetables as celery, cabbage, lettuce, etc., by as much as 90 or 93 per cent. The fact that the weight is so greatly reduced, coupled with the fact that the volume is not reduced in an equal ration, makes it possible to pack dried vegetables in containers of very light material. Indeed, practically all of the dried vegetables sent from Holland to Germany are packed in large paper bags.

HONGKONG RICE MARKET.

[Consul A. E. Carleton, Hongkong. British China, July 27.]

During the past 10 days there have been a number of notable failures among Chinese dealers in rice, and the total amount runs approximately to about \$3,000,000. The reasons assigned for the bankruptcy of these firms are the high rate of exchange and the steady rise affecting those who had fixed their exchange for future shipments, the comparative scarcity of rice due to flood conditions in Tonkin, the demand from the United States being in fact greater than the supply, due to these floods, and the inability or difficulties of obtaining American import licenses for this commodity.

The last six months of 1917 showed an increase in the market valuations of rice in Hongkong due principally to greater freight rates, and the floods in Tonkin which shortened the usual shipments causing a heavy shortage of supplies. As a consequence the early part of this year witnessed heavy demands on both the old and new crops as well as brewers', and the Chinese dealers have in order to check further advances in freight and demands from growers bought a large quantity in anticipation of the continued demands from the United States. Exchange, as indicated, is a big factor in these failures, as in order to safeguard the first cost, contracts with banks had

been settled which now are to be canceled or unused owing to stoppage of imports into America.

Fluctuation in Prices.

On March 15, 1918, the market price for Siam usual rice, which is the recognized standard for calculating market prices, was \$6 a picul (133½ pounds), and it went up rapidly until the high mark was reached on April 20, being then sold on the market at \$7.30 a picul. Since then the prices have dropped steadily, reaching last week \$5.85. The price has risen to a little over \$6 with no indications of a further advance at this writing. These failures are therefore due to the reasons already indicated and also in a measure to speculations, as some of the dealers bought at a high level and were caught after the American restrictions came strictly in force. One firm, however, failed because of the French embargo on Tonkin rice instituted by the French Colonial government on June 26, and is still in force. The reason of the embargo, as understood in Hongkong, is that owing to the floods and a possible shortage of rice, and further the unknown demands of the French Government for supplies for Chinese labor in France, it was deemed essential to refuse shipments for the time being, at least. Local dealers, however, anticipate that the embargo will be lifted about September 1.

Rice Shipments to United States.

There is a practical cessation ordinarily of brown rice shipments to the United States during July, August, and September, as such shipments are more subject to weevils and deterioration during this period than any other time of the year. Reports from the Saigon rice market is that from January 1 to July 9, 784,992 tons of rice have been exported as against 655,132 tons for 1917.

The shipments to the United States for the first six months of 1916, 1917, and 1918, are given below, in short tons of 2,000 pounds each:

Year.	Cleaned rice.		Broken rice.	
	Tons.	Value.	Tons.	Value.
1916.....	40,085	\$2,028,947	3,521	\$128,591
1917.....	52,406	3,284,623	2,625	101,780
1918.....	135,249	9,536,451	16,227	635,469

COMBINATION IN FINNISH PAPER INDUSTRY.

[Svenska Handelstidning, Stockholm; transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 20.]

An important combination has been formed in the Finnish paper and wood-pulp industry, the Finska Pappersbruksföreningen and Finska Celluloseföreningen having united with Finska Träsliperiföreningen under such a form that each concern sells paper and chemical and mechanical wood pulp in Finland as well as to foreign countries. Each concern has its own board and managing director, but in order to bring about the necessary cooperation and take care of the general economic and political interests of the industries this combination has been formed under the name of Finska Pappersindustriens Centralkontor (Finnish Paper Industry's Central Office), having a president and vice president. The general business is managed by a board and a general manager.

BAGDAD AS A COMMERCIAL CENTER.

[Consul Oscar S. Helzer, Bagdad, Mesopotamia, Turkey.]

The city of Bagdad before the war was an important commercial center and distributing point for a large section of country. It is primarily an agricultural center, surrounded by magnificent tracts of fertile land, nearly all of which can be irrigated; when under irrigation in the past this country was known as the garden spot of the world.

However, owing to geographical and economical considerations, Bagdad has rather a commercial importance. It is the terminus of the upstream navigation on the Tigris River and also the terminus of the Persian road, and all goods sent to Kermanshah, Hamadan, and other important centers are loaded at Bagdad on camels or other transport animals. It is the center of supply for Upper and Lower Mesopotamia, and is the collecting point from which the various products of the country are exported. All local products of Mosul, Diarbekir, and Suleimaniyah are usually sent down the Tigris River on rafts, built upon inflated skins, to Bagdad, where the products, such as wool, gum, gallnuts, skins and hides, carpets, dates, licorice, opium, grease, and grain, are loaded upon river steamers for shipment abroad via Bassorah.

Principal Items of Foreign Trade.

The articles imported from abroad via Bassorah are cotton goods, twist, sugar, coffee, gunny bags, spices, silk, silk and woolen goods, metals, indigo, dyestuffs, tea, tobacco, pumps for irrigation, agricultural machinery, and haberdashery. Many of the above-mentioned imports are for Persia, especially cotton goods, sugar, tea, and indigo. Also some of the exports of Bagdad come from Persia, especially carpets and rugs.

There is no specialty in trade. Some important firms carry on business in every kind of article, but the general practice is for each category of firms to limit their business to a certain class of articles.

The main article of import is cotton goods from Manchester, where old and flourishing Bagdad firms have been established for many years. The principal articles of export are wool and licorice, of which the most important part goes to America.

Terms of Sales—Commercial Committee.

Almost all the business is financed through foreign and local banks. The collection for goods sent to Bagdad is usually effected by drawing a draft upon the merchant with shipping documents attached, to be paid upon arrival of goods at Bagdad. For the collection against goods exported it is customary to draw a draft at four months, with shipping documents attached, which can be discounted at the local banks.

Sales of goods here are effected through brokers on terms varying from one to six months' time, for which bills are taken and discounted at the banks or with native money lenders at from 7 to 12 per cent per annum.

A commercial committee has been formed in Bagdad, composed of two Mohammedans, two Jews, and one Christian, to encourage commerce and advise the military government and the newly-estab-

lished civil courts in regard to commercial matters. While for the present the functions of the committee are chiefly advisory and nearly all activities are in the hands of the military authorities, it may be said that there is some improvement in business, and limited facilities are now given to imports and dealers in foreign merchandise.

Bagdad Loses Commercial Importance Temporarily.

At present it is very difficult to form an estimate of the volume of the trade of Bagdad. Owing to the closing of the roads by the war, the commerce of Bagdad was for a time transferred to Bassorah, where all important import and export operations were carried on and are still carried on to a great extent. It may be said that Bagdad lost for a while its commercial importance, Persia being supplied through Ispahan from Bassorah, Mohammerah, Buchir, and Ahwaz on the Persian Gulf, thus depriving Bagdad of the most important part of its trade. During this period the only business carried on at Bagdad was the import from Bassorah of small light articles which were brought by Bassorah firms from India and England for the most pressing needs of the place. Owing to these conditions many of the important Bagdad firms moved to Bassorah or established branches there pending future developments.

However, it does not seem at all likely that Bagdad has lost permanently its commercial supremacy. In view of its situation at the head of navigation on the Tigris and also of the fact that during the war it has become the center of a railroad system which is certain to become more and more extensive after the war, there can be no doubt that Bagdad will assume a more important rôle as a commercial and distributing center than ever before. The commercial prosperity of the city will no doubt be much enhanced by the development of agriculture in this country, which the British authorities are encouraging in every way.

NEW WIRELESS STATION ON THE ISLE OF PINES.

[Consul W. Bardel, Nueva Gerona, Isle of Pines, Cuba, Aug. 24.]

Beginning with this day the Isle of Pines is once more in telegraphic communication with the world at large. As is known, the hurricane which devastated this island last September also totally destroyed the then existing wireless station at Nueva Gerona.

A new wireless station has been erected and is now in working order. This wireless is said to be the second largest in Cuba and to have a radius of 500 to 600 miles in the daytime and about 1,000 miles at night. The tower, 250 feet high, was furnished by the Marconi Wireless Co.; the office building was erected by local builders under the supervision of the Cuban Government. The cost of building the station is estimated at \$20,000.

The new station is claimed to be far superior to the one destroyed last fall. Messages can be sent direct to the United States at night via Arlington, Va., but may have to be sent via Habana, Cuba, in the daytime.

Foreign ships may now engage in Mexican coastwise trade, according to a report just received from Vice Consul Luther K. Zabriskie, of Mexico City.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Boots and shoes.....	27453	Motors.....	27452
Building material.....	27455	Oils and greases.....	27449
Electrical goods.....	27451, 27452	Paper.....	27450
Leather.....	27447	Screws and nuts.....	27448
Machinery.....	27455	Shoe findings.....	27453
Metallurgical goods.....	27452	Wax wire.....	27454

27447.*—An agency is desired by a man in France for the sale of leather for shoes and beltings. Correspondence should be in French. Reference.

27448.*—A company in England is in the market for screws and nuts similar to samples which may be examined at the Bureau or its district offices. (Refer to file No. 105330). Quotations should be made f. o. b. New York. Payment will be made by letter of credit. Reference.

27449.*—A firm in France desires to purchase and secure an agency for the sale of lubricating oils and greases. Correspondence should be in French. Reference.

27450.*—A printing establishment in China wishes to buy paper for printing and bank-note paper. Samples showing kind of paper desired may be examined at the Bureau or its district offices. (Refer to file No. 105273.) Payment will be made against shipping documents through bank. Correspondence may be in English. References.

27451.*—An agency is desired by a man in France for the sale of electrical goods of all kinds. Correspondence should be in French. Reference.

27452.*—A man in Switzerland would like to secure an agency for the sale of electrical goods. He is also interested in the metallurgical industry and internal-combustion motors for industry and navigation. Reference. Correspondence may be in English, but French is preferred.

27453.*—A retail shoe dealers' syndicate in France is in the market for boots and shoes for men and women, also shoe findings. Correspondence should be in French. Reference.

27454.†—A firm in England desires to purchase wax wire such as used by iron foundries. Full information as to sizes, etc., should be submitted. Quotations may be made f. o. b. Atlantic port. Reference.

27455.*—An agency is desired by a man in France for the sale of machinery and building materials. Correspondence should be in French. Reference.

FREE-PORT PROJECT FOR PETROGRAD.

[Copenhagen Børsen; transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 20.]

In the Petrogradskoje Echo is an article about a meeting of Russian representatives for trade and industry to discuss the building of a free port in Petrograd to give the city new economic life. The first blow to Petrograd was the moving of the capital to Moscow, but a still greater danger threatens the city as a harbor and industrial center from the seaports taken by the Germans. Before the war half of the exports from the Baltic ports went via Petrograd. This proportion must be maintained, but is hardly possible except by establishing a free port. As such Petrograd would have many advantages as against other Baltic districts. It lies near large consumption centers, the big railroad net, and the canal system, to which come the natural riches of northern Russia. A committee has been appointed to work out plans.

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CONTENTS.

	Page.		Page.
War Trade Board rulings-----	961	New American investment enterprise	
New Brunswick advocates uniform	962	in Argentina-----	971
potato grading-----	962	Trade and transportation in Eastern	
Marked decline expected in Alberta's		Turkestan-----	972
wheat crop-----	963	Fisheries conference completes its	
Cuban market for electrical supplies--	963	work-----	974
The Government needs stenographers		Prussian company for agriculture re-	
and typists-----	963	search-----	974
American toilet articles in Hongkong.	964	Swiss automobile statistics-----	975
French consortiums for importation of		Condition of crops in Yarmouth dis-	
raw materials-----	965	trict-----	975
Opportunity to obtain Persian raw		Old railway ties for fuel-----	976
materials-----	968	Proposals for Government supplies and	
Swedish oil industry-----	969	construction-----	970

WAR TRADE BOARD RULINGS.

SURPLUS SHIP STORES AND SUPPLIES.

The War Trade Board announces, in a new ruling (W. T. B. R. 224), that a general import license, to be known as PBF No. 26, has been issued, covering the importation of surplus ships' stores and supplies, which the Bureau of Transportation of the War Trade Board may order to be removed from vessels in United States ports.

IMPORTS OF WOOLED AND PICKLED SHEEPSKINS.

By a new ruling of the War Trade Board (W. T. B. R. 225), applicants for licenses to import wooled and/or pickled sheepskins are required to furnish to the Bureau of Imports of the War Trade Board, before licenses may be granted, an agreement not to sell the skins so imported at a price in excess of the price fixed by the Price Fixing Committee appointed by the President.

MAHOGANY LOGS MAY NOT BE IMPORTED EXCEPT FOR GOVERNMENT USE.

By a new ruling of the War Trade Board (W. T. B. R. 222), all outstanding licenses for the importation of mahogany logs and mahogany lumber have been revoked as to ocean shipment after September 10, 1918. Hereafter no licenses for the importation of these commodities will be issued, except to cover such shipments as the Director of Lumber of the War Industries Board shall certify to be suitable and necessary for Government use.

IMPORTATION OF FRESH TOMATOES FROM THE BAHAMAS.

The War Trade Board, in a new ruling (W. T. B. R. 221), has authorized the importation of fresh tomatoes from the Bahamas to New York when moved as deck cargo upon the Cuba-New York mail steamers. Fruits and vegetables are on the list of restricted imports, but in this, as in other similar cases, the War Trade Board has found it possible to aid a vital West Indies industry without affecting the general tonnage situation, since the tomatoes in question can be carried as deck load without excluding other more essential cargo

and without imposing any further demands upon tonnage. Licenses will be issued for the above-mentioned shipments up to and including December 31, 1918.

IMPORTS OF HIDES AND SKINS FROM EAST COAST OF SOUTH AMERICA.

The War Trade Board, in a new ruling (W. T. B. R. 223), has authorized the importation of hides and skins from the east coast of South America, which were purchased before June 15, 1918, but which the importer has not been able to bring into this country on account of the restrictions upon imports. Licenses will be issued for such imports, provided the Hide, Leather, and Leather Goods Division of the War Industries Board certifies that the goods in question were bought or contracted for by the American importer prior to June 15, 1918, and that title has actually passed or the importer has become irrevocably bound for the payment of the purchase price.

ANIMAL HAIR ON RESTRICTED IMPORTS LIST.

The War Trade Board, in a new ruling (W. T. B. R. 226), has placed animal hair, other than horse hair, hair of the angora goat, camel, and other like animals on the list of restricted imports. All outstanding licenses for the importation of this commodity have been revoked as to ocean shipment from abroad after September 15, 1918, and no new licenses will be issued except for ocean shipments from abroad made on or before September 15, 1918, shipments from Canada or Mexico by other than ocean transportation, and shipments coming as return cargo from Europe and Mediterranean Africa when shipped from convenient ports where loading can be done without delay.

The War Trade Board has further restricted the importation of furs not on the skin, prepared for hatters' use, including furs car-roled. All outstanding licenses for the importation of these commodities have been revoked as to ocean shipments made after September 15, 1918. Hereafter no licenses will be issued except for shipments from Canada or Mexico by other than ocean transportation, and for shipments from Europe or Mediterranean Africa when coming as a return cargo from convenient ports where loading can be done without delay.

NEW BRUNSWICK ADVOCATES UNIFORM POTATO GRADING.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Sept. 4.]

It is reported from Fredericton, the capital of New Brunswick, that the minister for agriculture of the Province is now making endeavors to induce the Dominion Department of Trade and Commerce to take such steps as will lead to the establishment of a uniform system of potato grading, effective alike in Canada and the United States. In May, last, certain Canadian regulations were passed making the minimum size of potatoes allowed to be sold $1\frac{1}{4}$ inches for the round variety and $1\frac{3}{4}$ for the long. This applies to both grades one and two. These potatoes must be free from all dirt, injury, and frost. In number one grade the potatoes must be all of one variety, while number two grade may consist of different varieties. Potato growers in different parts of the Province are said to be urging that the uniform regulation be made.

MARKED DECLINE EXPECTED IN ALBERTA'S WHEAT CROP.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, Aug. 27.]

The estimate for the wheat crop of the Province of Alberta for 1918 is 10,000,000 bushels, or less than one-third of the total production in 1917, and only one-sixth of the total production in 1915. The protracted drought in the southern part of Alberta in June and the frost in July in the northern part are the causes for the failure. In some districts in the northern part of the Province there was a frost of 15°. Many thousands of acres of wheat have been plowed under and thousands more will not be cut. The total seeding in Alberta is between 3,000,000 and 4,000,000 acres, with a slight increase this season over previous years. The requirement for seed purposes is 6,000,000 bushels, leaving only 4,000,000 bushels for milling from the crop of 1918.

On account of the failure of the wheat crop the Dominion Board of Grain Supervisors has just placed an embargo on the shipment of all grain from Alberta.

The total production of wheat in 1917 was (estimated) 31,000,000 bushels, and of oats 40,000,000. The estimated oats crop for 1918 is only 8,000,000 bushels. In 1915 the wheat crop was 60,088,689 bushels, and the oats production 90,582,694 bushels.

In some districts in the south recent rains have improved crop conditions somewhat, but there is little optimism among grain men for much improvement now.

CUBAN MARKET FOR ELECTRICAL SUPPLIES.

[Vice Consul Albert F. Nufer, Cienfuegos, Aug. 29.]

Beginning about September 1, 1918, electric current, which heretofore was only furnished during the night hours, will be supplied in Cienfuegos continuously during the 24 hours of the day. This measure will, no doubt, greatly stimulate the sale in this vicinity of electrical supplies and equipments, such as electric fans, electric irons, electric cookers, electric percolators, bells, etc., the use of which has heretofore been more or less impracticable.

[A list of possible agents for electrical supplies in Cienfuegos can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 105499.]

THE GOVERNMENT NEEDS STENOGRAPHERS AND TYPISTS.

The United States Civil Service Commission has issued another call for stenographers and typists for important war work in Washington, D. C. Both men and women are wanted, but particularly the latter, who are urged to enter the Government service as a patriotic duty. Those who have not the required training are encouraged to undergo instruction at once. Tests are given in 550 cities every Tuesday.

Full information and application blanks may be obtained from the secretary of the local board of civil-service examiners at the post office or customhouse in any important city.

AMERICAN TOILET ARTICLES IN HONGKONG.

[Consul A. E. Carleton, Hongkong, British China, July 20.]

American toilet articles are increasing in favor in the Hongkong market. The larger importations from the United States during the past three years have not been due wholly to war causes and the inability of obtaining the usual prewar supplies from Great Britain and France; they were partly attributable to the intrinsic worth of the goods.

It can be said that local merchants are favorably disposed toward American face creams, rouge, face powders, and similar articles, and there is every reason to suppose that after the war importations from the United States will be as large as at present. If the prices and conditions are equal with those of Europe, American manufacturers will have an excellent opportunity to maintain and possibly increase their hold in the Hongkong and South China fields.

Unknown Articles Must Be Freely Advertised.

Broadly speaking, it may be stated that a good deal of free advertising in the way of samples and a substantial assistance to drug stores and general handlers of toilet articles are necessary to push goods which are not known locally. American exporters must recognize that the same conditions obtain here as in the United States in respect to the introduction of new lines of goods, and if an article is unknown in Hongkong, the same rule of trade introduction must be applied if reasonably large sales are to be expected. This is particularly the case with the Chinese trade, and the better class of Chinese are comparatively large users of toilet articles. The Chinese, however, are conservative and will not buy unfamiliar articles, even if cheaper and better than the ones with which they are acquainted, unless these advantages are clearly and unquestionably set forth.

In any event the sale of high-class products would not be large if the total population of the colony is taken into consideration. Hongkong has approximately half a million people, but the same standards of a city of that size in the United States do not exist, for it is doubtful if 1 per cent of the inhabitants of Hongkong would be purchasers of toilet articles of the ordinary grades, and this percentage would be much less for those of the higher grades.

Best Methods of Extending Trade.

In regard to the best methods of extending sales in this market there are two ways open, and the choice depends a good deal on the kind of goods to be sold and the method best suited the American exporter. The method which appears to be most in favor is to appoint an agent for Hongkong and South China with exclusive rights to handle the line, generally on a commission basis. The importing house here expects financial assistance in the way of advertising.

The other method is to sell direct to druggists and other handlers of toilet preparations, particularly to the Chinese department stores. The chief objection to this method is that there would be no stocks in the colony from which to draw as occasion demands. An agent having obtained a first-hand knowledge of the requirements of the market would be in a position to order in accordance with such trade requirements, and probably this method, all things considered, would best serve American manufacturers.

FRENCH CONSORTIUMS FOR IMPORTATION OF RAW MATERIALS.

[Commercial Attaché Pierce C. Williams, Paris, Aug. 1.]

The importation of the most important materials needed by French industries is rapidly being taken out of the hands of individuals and centralized exclusively in syndicates acting on behalf of the French Government. This does not refer to war materials and munitions, which have long been imported under the exclusive direction of the French Ministry of Armament, but to other commodities such as cotton, wool, jute, lumber, drugs, chemicals, fertilizers, tanning materials and dyestuffs, glassware, lubricants, petroleum and benzine, oilseeds and nuts, hemp, materials for the manufacture of perfumes, soap-making materials, cork, paper and paper-making materials, vegetable fibers, stearine and colors for candles, parts for watches and clocks, nails, tacks, screws, etc., and many other articles.

These importing syndicates are known as consortiums. The French *société anonyme*, or stock company, has been selected as the form of organization which most successfully fulfills the requirements of the situation, the Government's object being to secure the fullest measure of control over imports, in the interest of the nation as a whole, and at the same time to leave as much as possible of the management of the consortiums to the initiative, enterprise, and expert knowledge of those engaged in the industries themselves. The capital stock of the company is fixed by the Government, and the consortium is not permitted to distribute dividends in excess of 6 per cent on the capital actually invested.

Scope and Organization of Consortiums.

The details of organization of the consortiums and their methods of operation naturally vary with the conditions in different industries, but in general the governing principles are the same. These principles are elaborated in the contract between the French Government and the consortium, which must be approved by the Ministry of Commerce before the consortium can become the exclusive importer of the materials appertaining to its industry.

The contract entered into between the French Government and the consortium for chemical products (a copy of which is on file in the Bureau) is typical of all the others, and the following summary will serve to illustrate the scope and methods of all of the importing syndicates now in operation or in process of formation.

The contract sets forth that all importers of French nationality, who were licensed to carry on business prior to December 31, 1917, and who imported chemical products during the years 1912 to 1917, are entitled to membership in the consortium. Importers not of French nationality (American, British, Italian, Belgian, neutral, etc.) will be admitted to membership with the approval of the Minister of Commerce, upon recommendation of the board of directors of the consortium.

Each member of the consortium must be a stockholder in it, and his holdings of stock are fixed by the consortium in consultation with the Ministry of Commerce, upon the basis of the member's imports during the years above mentioned.

In fixing the apportionment of stock imports for the year 1914 are not taken into account. Before the war a large part of French

imports of chemical products came from Germany, and naturally during the latter part of 1914 the importation of chemicals into France was very much disturbed. French importers who had formerly bought in Germany had not yet settled down to their new sources of supply in England or the United States. Moreover, many firms that had not before the war imported chemicals directly commenced doing so in 1915, since which time they have built up an important and permanent trade. For these reasons, the Chemical Products Syndicate and the Government have decided that the years 1912, 1913, 1915, 1916, and 1917 should be taken as the basis for the apportionment of stock and the distribution of imported materials. On the other hand, firms which have commenced importing chemicals only since the 1st of January, 1918, are excluded. Apparently, the French Government believes that no injustice will result from this rule, since individual cases of hardship to new firms are always subject to revision on their merits.

In order to arrive at a provisional basis for this apportionment the General Syndicate of the Chemical Products Industry, which acted as organizer of the consortium, sent out a circular letter (on file in the Bureau) requiring all importers of chemicals to furnish detailed statements of their imports during those years of the products allocated to the consortium, with the country of origin for each article. The circular letter contains also a list of all the products which will hereafter be imported exclusively by the chemical products consortiums. In passing, it may be pointed out that this letter indicates the extent to which the French Government has relied upon the importers themselves to bring about the organization of the consortiums.

Agents of Consortium Make Purchases in Foreign Countries.

Actual purchasing in foreign countries is done by the agents of the consortium in behalf of the French Government. In this way the expert knowledge of the importers regarding markets, prices, terms of delivery, specifications, etc., is utilized for the benefit of the State. Payment for materials so purchased is made by the French Government out of credits standing in its name in the exporting country. The French High Commission, or other representatives of the French Government in the exporting country allocates the necessary freight space for the transfer of the materials to France. The French Government covers the ocean freight and the marine and war insurance.

Upon arrival of the merchandise at a French port, the Government delivers the goods to the consortium upon payment of the invoice. This invoice comprises the net cost, plus ocean freight, marine and war insurance, any handling charges, exchange, and interest at 6 per cent on the money actually disbursed by the Government in the operation.

The consortium in turn is authorized to deliver the imported commodities to its members, on the basis agreed upon with the Ministry of Commerce at the time of organization. The Ministry of Commerce, acting in accord with the Government committee particularly interested in the imported chemicals, determines the price at which the merchandise is to be distributed to manufacturers. This price of distribution includes the price paid to the Government by the consortium, plus all legitimate charges. There is added a sum neces-

sary to cover the cost of administration, and the 6 per cent interest allowed on the capital actually invested. Besides this, however, the consortium is permitted to charge a reasonable extra price with the object of creating a guarantee fund against all losses and risks. To illustrate, this guarantee fund is intended to cover any loss to members of the consortium by reason of sharp decline in the price of chemical products during the period of transition from the régime of the consortium back to that of normal unrestricted trade. It is, of course, possible that following the war there may be a trying period during which stocks of merchandise and high-priced contracts entered into by the consortium must be liquidated.

The selling price of materials imported by the consortium, whenever these materials are to be used by Government departments or in order to satisfy the needs of the population as a whole, may be fixed by the Ministry of Commerce. In fixing these selling prices, the Government will start with the net price actually paid to the consortium by the manufacturer.

Future of Consortiums.

The creation of consortiums has evoked many inquiries from French manufacturers regarding their duration. The French Government, in answer to a question in the Chamber of Deputies, stated unequivocally that the consortium is intended only as a war measure. As such, the Chamber of Deputies approved the Government's policy, even though it constitutes a certain upsetting of normal business. Both the Government and the consortium have the right to terminate the contract and with it the life of the importing syndicate any time six months after the signing of peace.

At the same time, it is realized on all sides that the liquidation of the consortium after the cessation of hostilities may be a delicate operation. If, therefore, the consortium should, by mutual consent, be continued in operation after the war ends, a redistribution of stock must take place in order to meet the needs of the new situation which French industry will then confront. For example, the interests of chemical manufacturers in the invaded regions, who have been unable to operate since August, 1914, must not be overlooked. The contract between the Government and the consortium provides that just as soon as their factories are able to resume operation they must be admitted to a share in the distribution of materials imported by the consortium.

The work of organizing consortiums for the products mentioned at the beginning of this report is proceeding rapidly along the lines indicated in the contract cited above. In the Ministry of Commerce a special section is charged with the detail work, and as soon as contracts between the Government and the consortiums are approved the latter take over the exclusive importation of the materials for its industry.

Benefits of Consortiums.

In conclusion, what are the benefits which it is hoped to realize from the institution of these consortiums?

In the first place, the importation of essential commodities being placed in one organism acting as the agent of the State, it is expected

that wasteful competition is prevented in markets which must also supply France's associates in the war. Profiteering by "mushroom" firms is likewise largely eliminated.

Secondly, the most efficient utilization of the limited amount of freight space available is secured through the allocation of a definite quantity of space for the use of the consortium exclusively and the elimination of all other shippers.

Thirdly, more effective control is obtained over exchange (notably with neutral countries) by reducing the number of individual importers (in other words, exporters of capital) to a comparatively few agents working for the Government.

Fourthly, the equitable distribution of the reduced quantity of materials among the manufacturers by a system of rationing makes it possible for the Government more easily to control the uses to which such goods are put and the prices charged to the consumers.

In addition to the foregoing immediate benefits, the French Government hopes that any profits that may be earned by the consortiums in excess of the 6 per cent interest allowed on the capital invested will eventually create reserve funds for the establishment of industrial and technical schools, for research work in the industries concerned, and for the development of home manufacture of chemical products from raw materials found in French colonies.

Not the least important result, however, which the French Government hopes to realize from the régime of consortiums is the growth of a spirit of cooperation and collective action among French manufacturers which will enable them after the war to work together effectively, not only in the importation of raw materials, but in the exportation of finished articles as well.

OPPORTUNITY TO OBTAIN PERSIAN RAW MATERIALS.

[Consul Ralph H. Bader, Teheran.]

It is suggested that American importers might avail themselves of the facilities offered by American firms engaged in the Persian rug trade for the importation of the raw materials produced in Persia.

The following are the principal exports from Persia with values as shown by Persian customs statistics for the year ended March 20, 1917: Raw cotton, \$12,778,269; rice, \$11,058,289; raisins, \$8,135,057; opium, \$7,470,070; raw wool, \$2,840,099; almonds and pistachio nuts, \$2,580,520; skins, \$1,854,188; fish, \$1,399,217; gum tragacanth, \$1,342,127; fruits other than oranges and lemons, \$1,053,486; cereals, \$864,258; live animals, \$850,128; silk cocoons, \$612,067; dates, \$566,126; vegetables and vegetable substances, \$428,632; henna, \$376,703; oranges and lemons, \$287,520; flax and hemp, \$271,191; animal substances, \$223,231; nuts, \$199,328; eggs, \$171,323; ~~am-~~ foetida, \$148,365.

[A list of American rug firms, with the Persian cities where they have branches, can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 105258.]

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

SWEDISH OIL INDUSTRY.

[Excerpt from *Berlingske Tidende*, Copenhagen; transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

One of the greatest difficulties encountered in Swedish economic life during the war has been the shortage of all kinds of oils, not only for industry but for transportation, motor traffic, wagons, agricultural machinery, fishing, and lighting purposes. Not only mineral oils are greatly needed, but also fat oils. Soap, tallow, and candles are nearly impossible to get, while margarine can not be had at all. It is therefore of vital interest for Sweden to find within the country substitutes for mineral as well as fat oils. Experiments show that this is not at all impossible, although, of course, it will take some time before the results are such that the needs can really be covered.

Dry Distillation of Wood.

Before mineral oils were extensively used in Sweden the most important lubricant for ordinary vehicles was wood tar, pure or mixed with tallow, cod-liver oil, or soap. This was at one time one of the most important industries of the country, and wood tar was one of the most important articles of export, especially via Stockholm. "Stockholm tar" was known as the finest. Now the manufacture of tar is carried on only in the northern districts, and the main export place is Umeå. While the tar was formerly made in open vessels, it is now made in ovens. The product is somewhat different from that of open-vessel tar, it is thicker, and contains less tar oils.

In the last part of the sixties and the beginning of the seventies a lively interest was created in the dry distillation of wood in retorts, and in Östergötland and northern Småland many factories were erected for making tar from fir stubs. When these were charred in the retort charcoal and tar were obtained. However, this method of manufacture did not pay and was abandoned. The price of charcoal was then much lower than now, and the tar and its products were little sold; it was not so good as the old open-vessel tar. The cleaning also was incomplete; the resultant turpentine had a bad smell and the lighting oils smoked badly. This industry, however, has now been resumed, especially in the northern districts, and the methods have been improved. The tree stubs are being blasted or dug up by machine, which is much cheaper than the old method.

It is not known how much wood tar is now made in Sweden, as the official statistics treat only the tar made by oven distillation, but the amount is increasing from year to year. In 1915 the production was 7,354 tons of tar, tar oil, and wood oil, 188 tons of pitch and pitch oil, 745 tons of refined turpentine, and 184 tons of creosote and creosote oil. This is only a fraction of what might be manufactured if the charcoal were made in ovens instead of kilns; and as the iron works alone use 45,300,000 hectoliters of charcoal per year, enormous quantities of dry-distillation products are lost. With the high prices that may be anticipated this manufacture would be very profitable.

Sulphite Spirits.

Another forest product that may become of great importance is the sulphite residue lye. In the sulphite-pulp factories that have such large quantities of residue lye that it will pay to work it, about 36,000,000 liters of 100 per cent spirits may be made yearly, or almost

twice as much as is normally made from grain and potatoes. Experiments have shown that 1 kilo of sulphite spirits in specially constructed motors gives the same power as 1 kilo of gasoline. At present the cost of making 1 liter of sulphite spirits will be about 35 øre (100 øre=1 crown=\$0.268), but it is expected that by a special method it will be possible to reduce this to 17 øre per liter, calculating 1 ton of hard coal at 100 crowns. The chemical-pulp factories were for a long time unwilling to adopt these plans, but little by little a considerable sulphite-spirits manufacture has been established. In April four factories were working with a capacity of 4,000,000 liters of 95 per cent spirits, the production, however, being only 3,000,000 liters because of the limited work at present. Lately four more factories have been erected, with a capacity of more than 3,000,000 liters, but at present the production is hardly more than half of this quantity. Before the end of the year 10 more factories will be in full working order, with a capacity of 12,500,000 liters yearly, and still more factories are planned. In spite of the growth of this industry, for some time to come it will be possible to satisfy only the most pressing needs. It will hardly be possible to satisfy all demands for sulphite spirits before 1919.

Mineral Oils from Slate and Peat.

Hard-coal tar to the amount of 15,000 to 20,000 tons is made yearly, and from this different oils of the benzol group are extracted. However, this production can never be so important as the wood-oil production, apart from the fact that the hard coal must be imported. The following gives Sweden's normal imports of mineral oils (1914): Crude oils, 14,202 tons; lighting oils, 95,711 tons; lubricating oils, 14,530 tons; gasoline, 17,530 tons; total, 141,973 tons.

The Swedish alum slate will be of special importance in this regard. Especially in Västergötland, slate is found that is comparatively rich in oil and by distillation gives 5 to 6 per cent. Such an industry has long existed in Scotland and France. The larger oil content of the Scotch slate is balanced by the fact that the Swedish is more easily mined. The Scotch slate yields about 2,900,000 hectoliters of crude oil from 2,800,000 tons of slate, or about 8 per cent, according to weight. The crude oil gives about 70 per cent of distilled oil, which is very like petroleum in composition.

To make a quantity of crude oil answering to the normal imports of 14,000 tons, about 280,000 tons of Swedish slate will be required, and for the 128,000 tons of refined oil about 3,700,000 tons of slate—a total of 4,000,000 tons. Great difficulties are encountered in distilling so large a quantity, but technically it is possible. It has taken a long time to bring the industry from the experimental to the practical stage, but this has now been accomplished, and a company has been formed under the name of Aktiebolaget Svensk Olieindustri, with a capital stock of 3,000,000 to 9,000,000 crowns, which will push the manufacture as much as possible.

In this connection might be mentioned another source of oil of the same kind as the fossil layers, namely the peat bogs. Good, air-dried peat gives by dry distillation 5 to 8 per cent of tar, from which may be extracted lighting, motor, and lubricating oils, as well as paraffin and creosote. Peat has an advantage over slate, in that by distillation it gives 30 per cent of peat coal of a splendid quality, so

that no residue is left. This is the weak point in the slate distillation; in the retort a residue is left, the weight and volume of which are about the same as that of the raw slate. In favor of the slate, on the other hand, is the fact that it is found in a natural condition and in enormous quantities on a small area. Peat must first be produced on a large area and in seasons, while the slate mining can be carried on all the year round.

Sweden has splendid opportunities for working up a domestic oil industry, but it is only lately that the work has been pushed.

NEW AMERICAN INVESTMENT ENTERPRISE IN ARGENTINA.

[Consul General W. Henry Robertson, Buenos Aires, July 29.]

A large banking and investment company has been organized in the Argentine Republic by the Swift packing-house interests, which promises to take an active part in the agricultural and live-stock development of the country. It is said that the new organization will engage to a great extent in the financing of cattlemen along the line of the cattle-loan companies in the United States.

According to the *Monitor de Sociedades Anónimas y Patentes de Invención*, the *Compañía Swift Internacional, Sociedad Anónima Comercial*, was authorized by presidential decree on June 26, 1918, to organize and do business. The capital of the new company was made 15,000,000 pesos gold (the Argentine gold peso is equivalent to \$0.9648 U. S. currency), and its shares given a par value of 10 pesos gold each, but at a meeting of the stockholders on July 26, 1918, the capital was increased to 22,500,000 pesos, and the shares to 15 pesos.

The head office of the company is to be in Buenos Aires, and it has been empowered to establish branches.

Authorized Activities of New Company.

The life of the company is to be 100 years. Its objects are to engage in the purchase and sale of real and other property, the installation and administration of packing houses and similar industries, the purchase and sale of bonds and shares of Argentine and foreign companies, banking business, loans, agrarian pledges and mortgages. Its shares are to be issued to bearer, and to be paid up in such manner as the board of directors may determine, either in installments or otherwise.

The company is authorized to issue debentures when the board may so decide, and in accordance with the law governing this matter. The sum of 300,000 pesos gold, which was 10 per cent of the subscribed capital, was deposited in the *Banco de la Nación*. However, under the change in capital and in the par value of the shares the first issue of stock will be 4,500,000 pesos.

It might be well to state that this new company is entirely separate from *Compañía Swift de la Plata*, which is the Swift packing-house company with a capital of 12,500,000 pesos Argentine gold.

The Cuban Congress has authorized an appropriation of \$2,500,000 for a new water system and \$500,000 for the completion of the sewerage system of the city of Santiago de Cuba.

TRADE AND TRANSPORTATION IN EASTERN TURKESTAN.

The Board of Trade Journal for August 8 prints the following report from the British consul general at Kashgar, Eastern Turkestan, on the transportation problems of that region as they affect trade extension:

Yarkand and Khotan being the nearest towns in Eastern Turkestan to Kashmir, those two places have become depots for Indian goods, and it is there that those who trade with India live. The people in the hinterland, at populous centers like Kashgar, Aksu, and Kucha, have no means of having goods directly distributed to them, an efficient marketing organization being wanting. Native merchants from those parts come to Yarkand and Khotan and buy on long credit and at exorbitant rates from importers, who play the rôle of merchants less, in the true sense of the word, than of speculators holding back their merchandise for a rise in price, and of usurers who, though not loaning out money, sell goods at rates proportionate to the length of credit given and to the risks involved. There is no exaggeration in saying that the difference between cash prices and those on a year's credit may vary from 33 to 90 per cent, according to the standing of the middleman. Naturally, under these conditions, bad debts, and consequent litigation, are frequent; and, in any case, goods bought at Yarkand and Khostan and taken up country must there be sold at very high prices indeed before a middleman can realize any profit at all.

A trade carried on in this manner may be lucrative to the few who do the importing, but militates against its own expansion in a country of considerable trade possibilities.

Traders Control Carrier Rates.

But the Indo-Yarkand trade is restricted by another and even more potent cause. It is idle to consider the possibility of increasing exports and imports unless there be means for their carriage. Scarcely a single carrier plying on the Yarkand-Ladakh route is solvent. Almost everyone owes large sums to those whose goods they have carried, and such is the hold that traders have over keraikeshes that the former are able to dictate their own terms as to the carriage to be paid. If a new carrier comes on the field—one who, being untrammelled by debts, tries to assume a position of independence—he is soon warned off; for he has only the choice between running his caravan at a loss or of accepting rates which traders are able to impose on those of his confrères who are in their debt and therefore in their power.

Of course, on a fearfully difficult road like that which lies between Ladkakh and Yarkand accidents to caravans will always occur. None the less a large percentage of them, resulting in the abandonment of loads in transit through the breakdown of underfed animals, the theft of goods on the road, etc., is due to the poverty-stricken condition of carriers.

Considerations therefore for improving trade resolve themselves largely into the two questions, How to place the carrying agency between Leh and Yarkand on a satisfactory footing, and how to increase facilities for the distribution of products in the hinterland.

Suggested Transport Reforms.

These questions are necessarily complicated, and are not likely to be solved without Government assistance. Still, some attention should be devoted to them in the general scheme for meeting the intensive trade which may be expected after the war.

The points for investigation are the following:

(a) Can some Indian transport agency of standing be induced to establish itself in Leh and Yarkand, so as to oblige the various native carriers to work under their supervision?

Under such an arrangement the agency should be given the monopoly of transport for a number of years, and traders should be prohibited from dealing direct with the keraikeshes. Per contra rates, chargeable by the agency, should be subject to official sanction.

It may be observed, as a more or less parallel case, that practically all the keraikeshes on the Kashgar-Osh road have gradually been brought under the control of two large Russian transport companies which have established branches in Kashgar. The rates charged by these companies are probably above those which independent keraikeshes may accept. Still, merchants seem quite willing to pay something extra in consideration of the fact that their goods are intrusted to an agency able to take responsibilities and to pay compensation for losses. Besides their ordinary duties as carriers the Russian companies act as commission agents for native merchants in Kashgar in the purchase of goods from Russia. In doing this they incur no risks, because during transit goods are in their hands, and, even after arrival in Kashgar, remain in their possession until payment has been made for them.

A Parcel-Post Service Needed.

(b) Many persons with small capital, not living at Yarkand and Khotan, when they find a particular class of goods in special demand, would like to obtain a consignment of them; but as they happen not to be at the starting points of the caravans they do not buy from India, simply because they are deterred by all the trouble to be incurred in arranging for transport from the place where the goods are to be purchased to the town where they are living, which may be at a considerable distance from Yarkand.

To meet the requirements of persons so situated, can a parcel post be established? It is not suggested that parcels should be carried at a loss to the post office, but that rates should be so charged as to cover all expenses. The agency mentioned under (a) might be given the carriage of such postal articles between Leh and Yarkand.

(c) Though it has been established for no more than six years, the Chinese postal service in this Province has proved to be a marked success. Up to date the post offices carry only letters and newspapers, but there is a scheme afoot for money orders between this Province and Inner China. A parcel-post service does not yet exist, but there is no reason why it should not be organized. Rates payable need not necessarily be according to the scale laid down for Inner China, but may be so enhanced as to cover costs.

If it be found feasible for the Indian Postal Department to establish a parcel-post service up to Yarkand, can the Chinese Directorate General of Posts be approached with a view to connecting at Yarkand the Chinese Parcel Post Service with that of India? It may be remarked that the Chinese Directorate of Posts does not consist simply of Chinese officials, but that it contains a leaven of European experts, able and willing to envisage a business proposition.

Trade Through Russia.

(d) British trade with Chinese Turkestan need not exclusively travel by roads between India and the New Dominion Province. It may be worth considering whether, in the new economic conditions to arise out of the war, this trade may be concurrently conducted through Russia. Before the war a certain quantity of German merchandise, on which high Russian customs duty had been paid, was imported from Russia to Kashgar. *Prima facie* there should be no reason why after the war British goods should not be similarly imported. Already an Anglo-Russian Chamber of Commerce has been established at Petrograd. It is suggested that this chamber should pay some attention to Eastern Turkestan and examine the possibility of British goods already in the markets of Russian Turkestan being forwarded to those of this country.

(e) It appears that parcels can be sent free of duty through the Russian post from the United Kingdom to Persia. Perhaps after the war Russia may be induced to extend similar transit facilities for parcels for Eastern Turkestan from British territory.

A bimonthly parcel post, which is taken advantage of by Kashgarian traders, already runs from Osh to Kashgar; but this service is on an inland and not on a foreign basis.

FISHERIES CONFERENCE COMPLETES ITS WORK.

The American-Canadian Fisheries Conference appointed by the Governments of the United States and Dominion of Canada for the purpose of considering and adjusting the differences between the two countries on the subject of the fisheries completed its work at the Hotel Champlain, New York, on September 6 and signed a unanimous report which has been transmitted to the Secretary of State of the United States and to the Governor in Council of the Dominion of Canada. The conference held its first session in the City of Washington on January 16, 1918, and later conducted hearings in Boston; Gloucester; St. John, New Brunswick; Seattle, Wash.; Prince Rupert, British Columbia; Ketchikan, Alaska; Vancouver, British Columbia, and New Westminster, British Columbia. It then met in Ottawa and adjourned thence for its final meeting at the Hotel Champlain.

The report of the conference is unanimous on all the subjects considered by it, and it is hoped will lead to a satisfactory and permanent solution of the problems considered.

PRUSSIAN COMPANY FOR AGRICULTURE RESEARCH.

[Commercial Attaché Paul L. Edwards, The Hague, Netherlands, June 28.]

According to the Berliner Börsen-Zeitung of June 26, a movement is on foot in Berlin to establish in Prussia a company for agricultural research. State Secretary Freiherr von Schorlemer-Liefer says that this concern would neither duplicate nor interfere with the activities of the already existing Society for the Advancement of Agronomy (Gesellschaft zur Förderung der Landwirtschaftswissenschaft), nor would it duplicate the activities of any other institution. The establishment of this new institution appears to have the support of the Minister of Agriculture.

SWISS AUTOMOBILE STATISTICS.

[Vice Consul Frank Bohr, Zurich, Aug. 6.]

The June number of the *Revue du Touring Club Suisse* contains statistics of the number, countries of origin, and makes of the automobiles, motor trucks, etc., in Switzerland on December 31, 1917. These statistics, which are understood to have originated with the Federal Statistical Bureau at Berne, and which, when compared with the statistics of automobiles in Switzerland on April 30, 1913, as published by the same bureau, give the following results:

Kind.	Automobiles.		Motortrucks.	
	Apr. 30, 1913.	Dec. 31, 1917.	Apr. 31, 1913.	Dec. 31, 1917.
	Number.	Number.	Number.	Number.
Swiss.....	1,629	1,653	531	912
German.....	476	762	51	71
French.....	1,561	1,517	90	70
Belgian.....	100	178	3	5
Italian.....	282	486	5	35
American.....	62	365	3	7
Undetermined.....	555	175	65	16
Total.....	4,665	5,076	751	1,216
Including electromobiles.....		112		57
Number of motorcycles.....	4,954	3,118		

Particular attention is drawn to the increased number of motor trucks and the decreased number of motorcycles. The former is doubtless due to the more extended use of motor trucks among all classes and for all purposes.

An increase is noted in the number of American vehicles. There is considerable interest here now in American automobiles, particularly the serviceable but cheaper classes. One drawback, since the outbreak of the war, with regard to American automobiles has been the difficulty in obtaining the necessary tires of American make.

CONDITION OF CROPS IN YARMOUTH DISTRICT.

[Consul John J. C. Watson, Yarmouth, Nova Scotia, Canada, Aug. 26.]

On the whole, the midsummer condition of the crops in the Yarmouth district is satisfactory, and if the present favorable weather continues, the farmers will have an extra good year.

Frost did considerable damage to the hay in June, and it was feared that there would be only half of the average crop. However, the hay was not injured as much as was at first thought, and according to present prospects the yield will be about 75 per cent of a normal crop. On improved farm land it will be even better. All the cereals and root vegetables are from 25 to 50 per cent better than they were at this time last year. These crops gave average yields last year and promise to yield record crops this year.

All kinds of fruit in this district were far below standard at midsummer, according to reports recently received. It is estimated that the yield in apples, which is the principal crop, will be between 400,000 and 500,000 barrels, in comparison with 725,000 barrels in 1917. The average apple crop is 1,000,000 barrels.

OLD RAILWAY TIES FOR FUEL.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Sept. 3.]

The general superintendent of the Canadian Government Railways has issued from his offices in Moncton a circular to district superintendents, in the terms of which the giving away of old railway ties to be used as fuel is authorized in approved cases. The circular reads:

In localities where there is likely to be a shortage of fuel, or where they can be used as fuel, old ties may be given away to parties making proper application to you for same, during this season, care to be taken that no ties of any value to the railway are given away, also that all expenses in connection with the removing of these are borne by the parties to whom they are given. Furthermore, care should be taken to see that no person is given a monopoly of the old ties. They should be distributed among the persons needing them, best possible, and also a correct record should be kept of the ties given away, to whom and when.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Miscellaneous articles, No. 5402.—Sealed proposals will be received at the office of the Quartermaster, 109 East Sixteenth Street, New York, N. Y., until September 16, 1918, for furnishing poles and pins, shelter tent, color staffs complete, sleeve insignia, hooks and eyes, G. I. vent rings, and braid and bronze buttons.

Heating apparatus, No. 5403.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 30, 1918, for furnishing and delivering at the penitentiary, Leavenworth, Kans., heating and ventilating apparatus for the west main cell wing.

Repair of light vessel, No. 5404.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until September 16, 1918, for docking and repairing Ambrose Channel Light Vessel.

Stamp-booth construction, No. 5405.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until October 7, 1918, for a new stamp booth in lobby and vestibule for carriers' entrance of the post-office building at Bridgeport, Conn.

Building construction, No. 5406.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 30, 1918, for the construction of attendants' quarters for the marine hospital at Detroit, Mich.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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No. 215 Washington, D. C., Friday, September 13 1918

CONTENTS.

	Page.		Page.
Argentine sugar situation-----	977	Jute industry in Cuba-----	985
Cultivation of oleaginous plants in Ger- many-----	978	Swedish Trade & Shipping Co-----	990
Standard ships being built at Hong- kong-----	978	Japanese shipping firms widen their activities-----	987
Raising of necessary crops in the Neth- erlands-----	980	Wool exports of Canadian Association-----	988
Decreased exports from Genoa to the United States-----	981	Decorticating machine for flax-----	988
Failure of Argentine Cooperative Wine Association-----	982	Production of sugar in Denmark-----	989
New Zealand trade figures for six months-----	983	Pacific coast tide tables-----	989
		Japan's trade in motor boats and marine engines-----	990
		Australasian libraries want trade lit- erature-----	991
		Market for chemicals in Japan-----	992

ARGENTINE SUGAR SITUATION.

[Consul General W. Henry Robertson, Buenos Aires, July 29.]

The price of sugar is daily mounting higher in Argentina, due to the damaging effects, first, of heavy frosts and then of warm weather in the sugar-producing district of this Republic. It is now estimated that the coming harvest of sugar will be from 60,000 to 70,000 tons short of the amount required for home consumption.

The following extract from an article in the Review of the River Plate throws considerable light upon the sugar situation in Argentina:

Anticipated Shortage—High Prices Asked.

Recent advices from Tucuman and other sugar-producing centers indicate that, on account of the heat which has prevailed during the past few days in those regions, the hopes hitherto held by sugar growers of being able to harvest all of the cane still standing—which, in spite of frost damage, might have given an appreciable sugar yield—have been defrauded. The hot weather has caused decomposition of the cane to set in, and many plantations are now not worth harvesting. Tucuman, the sugar production of which was calculated about a month ago at 140,000 to 150,000 tons, will not now yield more than 80,000 or 90,000 tons; and even Jujuy, which might have produced 60,000 tons, will now probably give only about 45,000. The total sugar production of the country this year may now be calculated at only 130,000 to 140,000 tons, leaving a deficit of 60,000 to 70,000 tons on home consumption requirements up to the time of next year's harvest.

It is to be hoped that the Government will act without delay to assure that the arrival of foreign sugar shall quickly operate with salutary effects upon the speculators who have cornered the national product and have thus caused it to rise to ever higher prices. Refined sugar in bags is already being quoted on this market at 7.15 paper pesos net cash per 10 kilos [\$0.145 a pound], wholesale, at which figure the Refineria de Buenos Aires has made some sales. Tucuman refiners are now asking 6.80 pesos [\$0.138 a pound] on wagon, Tucuman, for the same class of sugar—equivalent, after adding freight, to 7.10 pesos [\$0.144 a pound] on this market.

Taking into account the profit which the wholesalers and the retailers expect, it is not surprising that refined lump sugar now costs here retail 80 centavos per kilo [\$0.162 a pound]. Refined sugar in cubes is held in very few hands, and the fortunate holders are asking up to 7 pesos per net case of 8½ kilos [\$0.167 a pound]. Ground and granulated sugars are now quoted

on this market 30 to 60 centavos below the refined, according to quality. The speculation is greatly favored by the scarcity of all classes of sugar in the littoral markets.

Other Factors Affecting Prices.

The scarcity of sugar in the consuming centers is attributed to the fact that the railways are giving preference to wood-fuel transport. * * *

Moreover, an important factor in the sugar market is now absent: that is the Refineria Argentina of Rosario, which has always made a dead set against unbridled speculation. It was that institution which at the beginning of last month brought about a big reduction in prices through placing upon the markets of Buenos Aires, Rosario, and Santa Fe 8,000 tons of refined sugar at 5.95 pesos [\$2.66] in bags (crushed) and 5.75 pesos [\$2.57] in cube form, in cases of 8½ kilos [18.7 pounds] net. But to-day the Refineria Argentina finds itself out of stock, and it can not undertake the refining of the sugar of the new harvest as this is not arriving because of the lack of railway cars. The absence from the market of so important a factor is another of the causes of the present scarcity and high price of sugar.

CULTIVATION OF OLEAGINOUS PLANTS IN GERMANY.

According to the Rheinisch-Westfälische Zeitung, the following details were given recently in the Reichstag regarding the cultivation of oleaginous plants in Germany:

In 1913 the areas under oleaginous plants and textile plants, respectively, were approximately 34,000 and 17,000 hectares (84,000 and 42,000 acres); in 1917 the corresponding figures were 82,000 and 33,000 (202,625 and 81,550 acres). The factors militating against any further important increase in the cultivation of oleaginous plants are the lack of space, the great risk involved in this cultivation, the varying climatic conditions, and the lack of expert knowledge in agricultural circles with regard to the treatment of the fruits. Agriculturists will be permitted to retain for their own use a proportion of the oilseeds cultivated by them.

Instead of distributing the oil among the general public, it appears advisable to work it up into margarine by the addition of bone extract, other vegetable substances, and water, in view of the larger quantity thus made available for distribution. The War Committee for Oils and Fats promotes the cultivation of oleaginous plants by making cultivation contracts and by providing an adequate supply of artificial fertilizers.

STANDARD SHIPS BEING BUILT AT HONGKONG.

[Consul A. E. Carlton, Hongkong, British China, July 30.]

The British Government has contracted with the Hongkong and Whampoa Dock Co. (Ltd.), Hongkong, for the construction of six standard steel ships. These ships are now in hand and the first vessel will be launched shortly. The dimensions of this first boat will be 325 by 45 by 26 feet, having a carrying capacity of 5,000 tons. This vessel has been constructed from American manufactured steel materials.

Five other standard ships are in hand in this dockyard, each of 8,000 tons carrying capacity; their dimensions are 400 by 52 by 31 feet. Four of these vessels will be built of American steel materials and the fifth one of British steel.

IMPROVED CUBAN MARKET FOR SHOW-WINDOW EQUIPMENT.

[Vice Consul Albert F. Nufer, Cienfuegos, Aug. 30.]

The rigid enforcement, since August 1, 1918, of the law providing for the closing of all stores, at 6 p.m., has had the singular effect of improving the market for show-window equipment in the Cienfuegos district, and in the entire island of Cuba, as well.

The stores in this district are, as a rule, not provided with glass show windows, only a few of the more progressive shops boasting such a luxury. Until August 1, 1918, the absence of show windows was not seriously felt, inasmuch as it was customary to leave open the very ample doors of the various establishments after the official hour for closing, thus affording the public a view of the goods displayed within. Since that date, however, the closing of all stores has been enforced literally. Not only may there be no sales after 6 o'clock, but the doors of the establishments must remain closed. Thus the shops possessing no show windows are placed at a marked disadvantage as compared with their more fortunate competitors, inasmuch as there is no opportunity for them to display their wares, which amounts to the same as advertising them, after 6 p. m. As a result, the market for show-window equipment has noticeably improved.

[Vice Consul Nufer transmitted with the foregoing report a list of Cienfuegos merchants who might be interested in show-window fixtures. This list may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 105496.]

FUTURE OF COTON GROWING IN TURKEY.

[Board of Trade Journal, Aug. 8.]

The Adana correspondent of a Constantinople paper asserts that, though the war has been the cause of many sad events, it has produced bright prospects for Turkey in the domains of agriculture, industry, and commerce. The country possesses a rich soil, valuable minerals, rivers, lakes, and other natural resources, which are to be developed on scientific lines after the war. Since the war began, Ottoman and foreign experts have been exploring the country, where there are still millions of acres of uncultivated and virgin soil; and the budget has made ample provision for opening them up.

The vilayets of Adana and Aiden alone are capable of producing enormous quantities of cotton if proper methods are employed. Indeed, this authority states, Asia Minor and Mesopotamia could grow enough cotton to supply the whole world. Hitherto the labor and irrigation problems have proved obstacles; but when peace is declared and these handicaps are got rid of, there should be extraordinary developments in cotton growing in Turkey.

PROPOSED BRITISH LUXURY TAX.

Commercial Attaché Philip B. Kennedy, in London, England, has transmitted a newspaper clipping giving the full text of the report of the Select Committee of the House of Commons on the Luxury Tax, including a list of all articles proposed for taxation. The document may be examined in the Bureau and inquiries regarding the proposed measure will be answered upon request.

RAISING OF NECESSARY CROPS IN THE NETHERLANDS.

[Commercial Attaché Paul L. Edwards, The Hague, July 17.]

The Dutch Minister of Agriculture recently announced the general policies that would guide him in adopting various agricultural measures during the coming year. The following may be noted:

The minister is opposed in general to regulations prescribing the planting of specific crops. A bill is now before the Legislature (called the Wijziging in the Distributiewet, or Modification of Distribution Law) which would empower the minister to direct the planting of crops that he might think desirable. Thus far he has been able to exercise this power only indirectly, for the distribution law as in force up to the present, gives the minister authority only to forbid the planting of certain crops when in his opinion other crops are more to be desired for food and feed stuffs. It is uncertain at present whether the modified distribution law will pass the Legislature. In any case, the minister intends to follow a policy of encouraging the production of desired crops by a system of relatively attractive profits.

Prices Fixed for 1918 and 1919 Crops.

The minister states that the general policy which he has been following with regard to prices for various crops will be maintained. To encourage the conversion of meadow land into agricultural and horticultural land, the prices of cattle and dairy products will not be increased in the same proportion as the prices for peas, beans, potatoes, cole seed, bread cereals, etc., which, according to the minister, are of more pressing need for human consumption than dairy products and cattle. The maximum or guaranteed prices for articles of high food value for human consumption will be so placed as greatly to encourage the production of those articles, while the prices for articles of minor food value will be fixed proportionately slightly lower.

The following table shows the prices fixed by the Minister of Agriculture on July 6, 1918, for the articles mentioned of the 1918 and 1919 crops:

Articles.	1918		1919	
	Florins per 100 kilo.	Dollars per 100 pounds.	Florins per 100 kilo.	Dollars per 100 pounds.
Winter and summer wheat.....	25.00	4.65	30.00	5.39
Rye.....	29.00	4.84	33.50	6.24
Winter barley.....	20.00	3.72	24.00	4.47
Summer barley.....	21.00	3.91	25.00	4.65
Cole seed.....	45.00	8.38	59.00	9.51
Oats.....	20.00	3.72	20.00	3.72
Field beans.....	29.90	4.93	26.50	4.93
Peas.....	34.00	6.33	34.00	6.33
Lima beans.....	32.00	5.96	30.00	5.59
Buckwheat.....	35.00	6.52	36.00	6.70
Potatoes.....	6.00	1.21	7.50	1.39
Caraway seed.....	45.00	8.38	.....	.....
Blue moon seed.....	60.00	11.18	60.00	11.18
Yellow mustard seed.....	25.00	6.52	.....	.....
Brown mustard seed.....	50.00	9.51	.....	.....
Onions.....	8.00	1.58	5.00	.88
Canary seed.....	26.00	5.31	.....	.....
Sugar beets.....	.....	.....	3.00	.55
Turnips for fodder.....	.....	.....	1.40	.26
Horse beans (pardenpeen).....	.....	.....	1.00	.20

Regulation of Crops—Attempt to Increase Cultivated Area.

The growing of caraway seed, which is principally an export product, is to be entirely prohibited; the production of fine seeds and of flax will probably be left unaltered; and the area of land devoted to the production of sugar beets is to be reduced so as to produce only a large enough crop to supply the home requirements of sugar. Certain regulations, the nature of which has not yet been determined, will be instituted to govern the planting of hemp, medicinal plants, willow reeds, and flower seeds.

A law is now before the States-General, which will empower the minister to direct the conversion of meadowland into agricultural and horticultural land. The minister states that it is his intention to use this power to secure an additional 100,000 hectares (247,000 acres). In 1916 the total cultivated area in the Netherlands was 950,000 hectares (2,346,500 acres), and the total meadowland area was about 1,125,000 hectares (2,778,750 acres). It is also noteworthy that during the last 47 years only about 50,000 hectares (123,500 acres) has been added to the country's cultivated acreage. An expert commission is already making a census of the meadowland and will consult with the minister and advise the farmers how best to comply with the so-called Conversion of Meadowland Law should it pass the legislature.

The minister states that the raising of coleseed will be specially encouraged, in view of the oil value of that crop.

DECREASED EXPORTS FROM GENOA TO THE UNITED STATES.

There was a large decrease in the exports of olive oil from Genoa, Italy, to the United States during the second quarter of 1918 compared with the corresponding period in 1917 according to invoices certified at the American consulate general. Other important decreases were in quicksilver and glue stock. Broom corn amounting to 430 tons valued at \$107,590 was shipped for the United States during the 1918 period, while none was invoiced last year. The following were the articles invoiced for the United States, with their value:

Articles.	April-June, 1917.	April-June, 1918.	Articles.	April-June, 1917.	April-June, 1918.
Antiques, furniture.....	\$5,712	.....	Limes in brine.....	\$1,431	\$1,002
Books.....	202	.....	Military devices.....	.....	295
Broom corn.....	.....	\$107,591	Oil:	.....	.....
Calcium ferrocyanide.....	6,508	.....	Olive.....	320,670	367
Cartridge verifiers.....	56	.....	Sulphur.....	10,679	.....
Cherries in brine.....	.....	9,961	Paper, parchment.....	12,537	5,632
Cigarette paper.....	20,020	41,345	Pebbles for gardens.....	157	.....
Citrons.....	.....	181	Peppers in vinegar.....	2,629	.....
Cloves.....	2,160	.....	Pistols and accessories.....	611	.....
Cotton covers.....	221	.....	Printed matter.....	2,983	676
Drawings.....	500	.....	Quicksilver.....	164 1/2	.....
Fish in oil.....	9,542	.....	Silver filigree.....	5-9	271
Glass beads.....	.....	79,834	Straw hats.....	225	.....
Gloves.....	10,461	6,065	Talc.....	8,918	.....
Glue.....	1,415	.....	Tapestry.....	472	.....
Gluestock (hide cuttings).....	95,604	26,214	Wine.....	14,577	2,064
Ironwork.....	593	.....	Total.....	604,289	272,651
Juniper berries.....	1,535	.....		

FAILURE OF ARGENTINE COOPERATIVE WINE ASSOCIATION.

[Consul General W. Henry Robertson, Buenos Aires, July 30.]

La Cooperativa Vitivinicola de Mendoza, the cooperative association formed by the authorities of the Province of Mendoza in January of 1917 to overcome the problem of overproduction of grapes, has met with disaster. It has failed in its avowed purpose and its affairs are now being liquidated by a Government commission. It seems that frauds of all sorts were practised upon the association, which the commission is now busily investigating.

The Cooperativa was organized early last year by Enrique Gamiz and counted 3,077 members, 2,477 being grape growers only and 600 both grape growers and wine makers. Mr. Gamiz claimed that the chief opposition to the association came from some 500 wine makers who buy grapes and about 60 grape and wine brokers, who desired to buy cheaply and sell at a fancy profit. It was the grape grower who had no wine making machinery with which to convert his grapes into wine who suffered most. He found that the wine makers would buy his grapes only after they had utilized their own. Probably one-half of the proprietors of the 160,550 acres of vineyards in the Province of Mendoza were only grape growers, and hence the Cooperativa was to be their salvation. The policy of the management of the Cooperativa was not to increase the consumption of wine but rather to effect a high price by preventing an oversupply.

A Solution is Being Sought—Foreign Trade.

Just what is the solution of Argentina's wine problem is being freely discussed, and it may be that some action will be taken by the Federal Government to alleviate the situation. The Association of Wine Makers has printed a booklet giving its view of the matter, and its main complaint seems to be the extremely high price that the Argentine consumer must pay for his wine. It is argued that the Frenchman consumes 180 liters of wine annually because wine is cheap, and that the Argentinian consumes only 70 liters per year because it is expensive. The association wishes to increase consumption by cheapening the wine to the consumer, and claims that high freights and excessive profits by the wholesalers and dealers in wine are the causes of the high price of wine in a wine-producing country where the cost of production is as low as that of France or Italy.

Argentina annually exports about 100,000 casks of wine to Brazil, which country imports more than twice that quantity from Portugal. At least one shipment of Argentine wine has been made during 1918 to South Africa. It is due to the shortage of casks and to the high freights that the exportation of wine from here is not being greatly increased. The better-grade wines are imported into Argentina from Europe, although some first-class wines are made here.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 784 Customhouse.
 BOSTON: 1861 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 607 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 98 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

NEW ZEALAND TRADE FIGURES FOR SIX MONTHS.

[Consul General Alfred A. Winslow, Auckland, Aug. 9.]

The imports into New Zealand for the first six months of 1918 were valued at \$55,867,182, as compared with \$51,535,217 for the first six months of 1917, and \$55,595,363 for the same period of 1914; but on going over the different items it seems clear that the actual quantity imported was much less than for the first six months of 1914, and somewhat less than for the like period in 1917, since prices have greatly advanced since the first date and materially increased along almost all lines since 1917.

This has caused a marked shortage in nearly every line of imports, unless it be preserved fish, preserved milk and cream, mineral lubricating oil, brandy, gin, rum, whisky, tea, cigarettes, unmanufactured tobacco, and salt; with very marked shortages in drapery, glass, glassware, hardware, hosiery, pig iron, leather, fertilizer, benzine, gasoline, kerosene, musical instruments, woolen piece goods, and tinned sheets.

Value of Imports from Each Country.

The following table gives the value of the imports, including specie, from each country, for the first six months of 1918, as compared with the same period in 1917 and 1914:

Countries.	First six months of—		
	1914	1917	1918
United Kingdom.....	\$20,922,410	\$23,986,385	\$20,510,473
Canada.....	1,205,237	1,376,372	2,499,434
Australia.....	9,581,627	8,679,811	12,310,981
Belgium.....	360,578	2,015	.....
France.....	385,485	98,684	110,163
Germany.....	1,786,244	3,412	1,528
Italy.....	165,227	142,797	107,700
Netherlands.....	242,037	67,668	103,400
Sweden.....	209,021	286,305	262,513
China.....	81,358	164,064	249,802
Japan.....	331,165	1,490,838	2,331,384
Philippine Islands.....	47,560	40,747	149,070
United States.....	5,779,641	9,367,457	12,114,111
All other.....	5,397,773	5,833,662	5,126,655
Total.....	55,595,363	51,535,217	55,867,182

It will be noted by the above table that the imports from the United Kingdom showed a marked decrease during the first six months of 1918, as compared with the first six months of 1914 and 1917, with large gains from Canada, Australia, China, Japan, and the United States, the United States having made about as great a gain as the United Kingdom lost. The gain from Australia is probably due largely to reshipments from the United States and United Kingdom. The increase from Japan is a legitimate increase during the war period at least, and will doubtless continue until some time after the close of hostilities, for the manufacturers of that country are supplying large quantities of drapery, chemicals, hardware, earthenware, paper, and fancy goods. If American manufacturers can get supplies forward the American imports will continue to greatly increase, since this country is relying more and more on American supplies. The outlook is good, and it will

pay American manufacturers and exporters to study this market and meet the demands so far as possible.

In support of the above the following is taken from the New Zealand Herald's commercial column of August 8, 1918, and is much to the point:

Wholesale business is decidedly quiet this week; a certain volume of trade is continually passing, but there are no new shipments or fresh supplies of any kind to augment our diminishing stocks, and it has now become almost an unwritten law with the merchants to cut down all orders as much as possible. The same policy is followed in a minor sense by the retailers. On the other hand, the cost of production and ever-increasing freights are piling up costs in all lines—which, in turn, naturally restricts the buying capacity of the consumer, but however high prices may seem to-day we firmly believe we have not reached the top yet.

Quantity and Value of Principal Imports.

The following table gives the imports, including specie, by articles for the first six months of 1918, as compared with the same period in 1917, by quantities when possible, and by values in all cases:

Name of article.	First 6 months of 1917.		First 6 months of 1918.	
	Quantity.	Value.	Quantity.	Value.
Agricultural machinery.....		\$280,611		\$163,474
Apples, fresh.....pounds..	49,165	2,462	471,006	20,012
Bars, bolts and rods, iron.....tons..	3,916	318,804	2,006	211,945
Benzine.....gallons..	2,621,120	890,224	2,124,008	731,143
Benzoline, gasoline, etc.....do..	2,111,765	731,089	1,440,455	565,869
Bicycles and tricycles (including motor bicycles and tricycles).....number..	3,375	228,015	3,330	222,734
Books, paper and music, printed.....		518,263		645,168
Boots, shoes, and slippers.....dozen pairs..	60,463	943,584	55,120	1,183,598
Canvas.....		249,956		189,392
Carbide of calcium.....tons..	574	43,219	579	183,387
Carpeting, matting, and oilcloth.....		439,119		239,943
Cigarettes.....pounds..	204,298	335,822	392,765	672,772
Cigars.....pounds..	21,448	53,517	10,771	27,442
Coal.....tons..	226,822	796,028	187,908	482,806
Confectionery.....		138,680		127,147
Cordage and twine.....		295,129		190,125
Corrugated galvanised sheet iron.....hundredweight..	4,711	32,990	19,010	174,809
Cotton piece goods.....		3,253,586		3,869,687
Currants.....pounds..	246,492	46,490	660,816	110,523
Dairying machinery.....		187,093		172,365
Drapery.....		502,495		408,143
Earthen and china ware.....		204,025		186,766
Electrical machinery.....		1,022,481		983,992
Engines, gas, etc.....number..	1,399	182,006	731	105,442
Fencing wire:				
Barbed.....tons..	510	59,867	710	89,738
Plain.....do..	1,305	142,331	1,322	189,465
Figs, dates, and prunes.....pounds..	1,533,036	106,528	988,710	108,679
Glass and glassware.....		394,803		368,194
Grain and pulse.....pounds..	34,176,300	758,789	51,678,300	1,315,036
Hardware.....		723,064		479,788
Hats and caps.....dozens..	29,874	277,026	26,829	304,606
Hosiery.....		966,078		598,526
India rubber goods other than tires.....		111,964		177,564
Kerosene.....gallons..	2,241,915	308,273	1,782,137	376,245
Leather.....pounds..	418,066	642,427	333,980	631,797
Leather manufactures and saddlery.....		209,298		145,676
Linseed oil.....gallons..	91,761	97,096	201,691	324,211
Lumber.....superficial feet..	9,891,270	489,569	5,588,839	308,373
Manures.....tons..	44,840	303,819	33,085	796,722
Matches and vestas.....gross boxes..	119,373	128,115	176,994	220,689
Millinery.....		170,205		193,537
Mineral lubricating oils.....gallons..	573,771	268,270	761,404	416,183
Nails.....hundredweight..	18,646	130,568	17,968	144,244
Paints, colors, and varnishes.....		479,545		637,309
Paper:				
Printing.....hundredweight..	183,636	622,965	141,968	839,261
Other.....do..	28,981	370,049	37,692	267,622
Pianos.....number..	1,097	164,638	747	135,528
Pig and bar lead.....tons..	261	42,022	223	34,244
Pig and scrap iron.....do..	10,491	221,493	796	26,772

Name of article.	First 6 months of 1917.		First 6 months of 1918.	
	Quantity.	Value.	Quantity.	Value.
Pipes and fittings.....do.....	2, 779	\$348, 630	2, 284	\$389, 368
Railway and tramway plant.....		106, 770		125, 788
Raisins.....pounds.....	1, 423, 940	175, 510	3, 097, 253	355, 254
Rice.....hundred weight.....	63, 005	157, 844	76, 453	265, 010
Sacks.....		856, 124		723, 628
Seeds, grass and clover.....hundred weight.....	24, 269	511, 439	16, 258	448, 020
Sewing machines.....number.....	6, 232	149, 678	2, 117	152, 252
Silk piece goods.....		610, 303		977, 835
Spirits.....gallons.....	361, 879	1, 004, 996	597, 206	2, 418, 971
Stationery.....		311, 456		303, 553
Sugar.....hundred weight.....	368, 522	1, 402, 393	278, 404	1, 149, 058
Tea.....pounds.....	4, 577, 878	1, 085, 765	4, 957, 727	1, 053, 806
Tinned sheets and plates.....hundred weight.....	39, 654	329, 358	37, 821	336, 192
Tobacco, manufactured.....pounds.....	1, 091, 382	742, 866	968, 935	760, 424
Tools.....		318, 945		229, 386
Vehicles, motor.....number.....	2, 262	1, 562, 716	1, 802	1, 275, 765
Wearing apparel.....		2, 587, 883		2, 283, 906
Wine.....gallons.....	52, 457	146, 268	77, 371	211, 268
Woolen piece goods.....		1, 631, 003		980, 494
All other articles.....		17, 391, 175		20, 602, 002
Total.....		51, 585, 217		55, 867, 183

NOTE.—Hundred weight equals 112 pounds; ton, 2,240 pounds; English gallon, 1.2 American gallons.

Shortage of Shipping Facilities for Exports.

It is impossible to give any definite figures relative to exports, since nothing reliable has been published covering the total exports, but from the best information obtainable it is evident that the exports fell far short of the first six months of 1917 for lack of shipping space. The freezing works and warehouses of the country are crowded with supplies ready for export, the value having been estimated at about \$125,000,000. It is expected that much of this can be gotten forward within the next three or four months, since arrangements have been made for many steamers to remove this surplus, which is largely food products.

JUTE INDUSTRY IN CUBA.

[Consular Assistant George A. Makinson, Cardenas, Aug. 28.]

La Prensa of August 26 announces the formation of a powerful corporation for the cultivation of fibrous plants and the manufacture of jute sacks for use in the Cuban sugar industry. A well-known syndicate of Habana bankers is to take care of the financial end of the undertaking.

The newly formed corporation proposes to engage in agriculture on a large scale, planting not only jute and other fibrous plants, but castor beans, peanuts, etc. It is said that arrangements are now being completed whereby huge quantities of jute seed will be purchased in India and shipped to Cuba for planting. It is hoped that 10,000,000 pounds of jute will be grown in Cuba within the coming year; and with modern decorticating machinery already on hand for the extraction of the fiber, existing textile mills should be able to start work on the sacks without delay.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

SWEDISH TRADE & SHIPPING CO.

[Excerpt from Copenhagen Politiken, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 13.]

Swedish industry during the war has had a considerable boom, and Sweden has taken a prominent place in the efforts made in all countries as a result of the war to become independent of foreign industry, trade, and shipping. During the war several trading companies have been formed with large capital, the object of which is to introduce Swedish industrial products on foreign markets and at the same time satisfy the demands for imports of raw materials for industrial and other purposes.

Aktieselskabet Svensk Handels og Søfartskompagni (Swedish Trade and Shipping Co. (Ltd.)) is an important combination of this kind, formed in July, 1917, by a number of large industrial, mining, trading, and shipping interests. The aggregate and fully paid-in capital stock of the company is 9,250,000 crowns. The company has been able, through its trade organization for Swedish export, to combine with a majority of the most important Swedish industrial works and has special departments for the most important Swedish export articles, such as woodwork, wood pulp and paper, iron and steel, machinery, etc.

Control of Eskilstuna Steel Factories.

The company is directly interested in and controls a number of large Swedish factories, especially within the well-known Eskilstuna steel industry. Some of these factories are B. & O. Liberg's factories in Rosenfors, which manufacture axes, scissors, skates, chisels and planes, screwdrivers, and similar steel tools; the Aktiebolag Klas Törnblom, manufacturing the well-known razors, also surgical instruments and similar products of fine workmanship; the Aktiebolag Eskilstuna Tongs Factory, manufacturing the well-known hammers, tongs, and other coarser tools for smiths.

In addition to these various branches of the Eskilstuna steel industry with which the company has combined, there are also other closely related enterprises, of which may be specially mentioned Aktiebolaget Priorværket in Norrköping, perhaps the largest plant in Europe for building materials of all kinds, rivets, nails, screws, magnets, etc.; Aktiebolaget Motor og Baadværkstederne (motor and boat works) in Upsala, which makes boats and smaller motors; Östlunds mekaniske Værksteder (mechanical works) in Kungälv, which makes first-class machinery for making tools, screw automats, etc. All the export trade of these industries is carried on through Svensk Handels og Søfartskompagniet to the most distant markets. In addition to the enterprises mentioned, a special export company has been formed under the name of Aktiebolaget Svenska Järn & Maskinkompagniet, which already has a well-developed export organization in iron work and engines and which is working exclusively in Denmark, Norway, and Sweden.

This large combination within the Eskilstuna steel industry is probably the first in Sweden of any size and having the special object of promoting Eskilstuna products on foreign markets. Great extensions have already taken place within the enterprises named in order to specialize in the manufacture of the various products and thus be able to compete on the foreign markets.

Control of Other Enterprises.

Svensk Handels og Søfartskompagniet recently took the initiative in starting the insurance company Svenska Veritas, which is especially interested in the insurance of goods. The founders of this company are Svensk Handels og Søfartskompagniet, together with about 120 other companies, firms, and private persons, all representing the most important marine-insurance interests in Sweden. In January of this year Svensk Handels og Søfartskompagniet bought the Pellerin Margarine Factory in Goteborg, the largest establishment of its kind in Sweden. A combination has also been made with one of Sweden's largest and most important grocery firms, Handelsaktieselskabet G. Strömberg & Co., which will take over Svensk Handels og Søfartskompagniet's import of coffee and other groceries into Sweden. Strömberg & Co. at present has its main office in Helsingborg, a central office in Stockholm, and branches in Goteborg, Malmö, Halmstad, Gefle, and New York. Last year Svensk Handel og Søfartskompagniet built a factory near Smedsäng in the Gefle district, where various oils, turpentine, and pitch are made.

Svensk Handels og Søfartskompagniet has its own offices in several foreign places. The company has a tonnage of 20,000 dead weight and is thus to some extent independent of the tonnage question, which after the war will be of such great importance. From August, 1917, to the end of the year the company showed a net profit of 850,000 crowns.

JAPANESE SHIPPING FIRMS WIDEN THEIR ACTIVITIES.

[Consul General George H. Scidmore, Yokohama.]

The great development in Japan's shipping trade of late years is, of course, due to the war, and it is accordingly open to doubt whether the present prosperity will continue after the conclusion of hostilities. In this connection it is interesting to note, says the Japan Chronicle in a recent issue, that of late many shipping concerns have begun to consider new business undertakings, presumably to offset the decline in shipping prosperity after the war. The Uchida Kisen Kaisha, of Kobe, was the first to take action in this direction, for last year it established the Uchida Shoji Kaisha at Tokyo to engage in general import and export trade, principally with the United States and South America. More recently the Asano Goshi Kaisha, in which Mr. Asano, the president of the Toyo Kisen Kaisha, is interested, has established the Asano Bussan Kaisha, and is trying to acquire large business connections in North and South America. It is understood that in its business operations the new concern will receive valuable help from the Toyo Kisen Kaisha in regard to the supply of tonnage.

A few months ago the Yamashita Kisen Kaisha opened a South Sea service, and now contemplates opening export and import trade with the South Sea Islands. For this purpose the Singapore branch of the steamship company has been making arrangements in French Indo-China, Sumatra, and Soerabaya, and it is expected that a foreign trade department will be shortly opened in the Yamashita Goshi Kaisha.

WOOL EXPORTS OF CANADIAN ASSOCIATION.

[Consul Felix S. S. Johnson, Kingston, Ontario, Sept. 5.]

By the end of the present week the wool shipments of the Canadian Cooperative Wool Growers' Association to the United States will aggregate 46 cars, or 1,000,000 pounds. The association complied with the requirements of the Canadian Wool Commission of giving a 15-day option during which the wool could be purchased for domestic account. Canadian manufacturers are now fairly well supplied with raw material, and in most cases have enough to last until the end of this year.

The association will dispose of approximately 4,400,000 pounds of fiber in 1918. With the completion of the export movement there will be about 400,000 pounds of wool left in the hands of the association. The wool held is principally of fine medium quality. While definite figures are not available, it is thought the Canadian clip will exceed 12,000,000 pounds, which is substantially more than has been produced during recent years.

Ontario Shipments Not Up to Expectations—Australian Wool.

Shipments from the west to the Ontario cooperative association have increased, but Ontario's own shipments have fallen behind estimates, standing at about 80,000 pounds, whereas the estimate of wool to be obtained in the Province was some 200,000 pounds higher at the beginning of the season.

The association encountered a very active demand for domestic wool early in the season before the arrival of Australian wools, and the supply distributed by this organization did much to relieve the situation then. When the Australian product began to arrive in large quantities there was a disposition to hold off from buying the Canadian wool. At present there appears to be fair assurance that the entire allocation of 45,000 bales will be delivered on schedule time, as more than 30,000 bales are already delivered or en route. All wool shipped to the United States is meeting with a ready sale.

DECORTICATING MACHINE FOR FLAX.

[Consul H. Abert Johnson, Dundee, Scotland, Aug. 18.]

The following article in reference to certain new processes applicable to the flax trade appeared in a recent issue of one of the leading daily papers of Dundee:

Experts in the preparation of flax in this country, the United States, and Canada have recently had their attention drawn to an invention—some might describe it as a discovery—by Mr. A. L. Spalding, 9 Whitehall Crescent, Dundee, who has had experience in flax growing and preparation extending over many years. It is claimed for this invention, which may be described as a decortivating machine, that it can, in a few hours, do all the processes of preparation from the time the flax is pulled from the ground until it is in a state for manufacture, whereas by the methods at present in vogue days and weeks are spent in preparation and a great deal of labor is involved.

For centuries scientists and mechanics have been experimenting, with a view to simplifying and improving the process of retting, but progress has been so slow that at the present time the methods pursued are very much the same as those described by Pliny as having been employed by the ancient Egyptians. After the rippling there comes the steeping, the flax plant being placed in a large receptacle filled with water and covered with straw and stones. By the

steeping a fermentation is set up, and when sufficient time has elapsed (extreme care being taken to avoid under or overretting) the flax is taken out and dried, then broken, and afterwards scutched and hackled.

Saves Both Time and Material.

The period taken in this process varies from two to four weeks. Lee, Schenck, Watt, Buchanan, and many more inventors endeavored by natural and mechanical means to improve upon this laborious and time-wasting process, but with only partial success. By the Spalding invention the reeds are taken direct from the field and put through the decortivating machine, which takes off the seed and separates the shive. The material is then scutched, the gum extracted, and it is ready for manufacture. Fewer hours, it is stated, are necessary for completing the work than weeks are taken at present for retting alone.

A vast saving of material that now goes to waste is also claimed for the invention. In Canada, for instance, there are about 1 250,000 tons of straw, which, after the seed is taken off, is burned or put back into the earth. Mr. Spalding states that by his new process he could save at least 300,000 tons of fiber, 200,000 tons of gum, and 600,000 tons of shive. By the present process the gum, which is of considerable market value, is mostly wasted, and the shive, which could be utilized for paper-making, is obtained in a very rough and unworkable state.

Several Dundee experts who have examined and tested the material produced by the new Spalding process are much impressed by the remarkable results, and some maintain that the machine is destined, if properly developed, to revolutionize the whole process of flax preparation in the near future. Mr. Spalding is negotiating with the British and Canadian Governments regarding the invention.

As a result of personal interviews with Mr. Spalding, it can be inferred that reasonable grounds exist for believing that his discovery may prove of significant importance to those interested in developing the textile industries in the United States. It appears that he is well known to many of the leading textile experts in this district, several of whom have not hesitated to voice their approval of the processes he claims to have discovered, but who appear to be in doubt as to the success of his invention as a practical business proposition.

PRODUCTION OF SUGAR IN DENMARK.

[L'Économiste Européen, Paris, July 19.]

In Denmark before the war the sugar industry had been developed little by little to the point where the domestic production was sufficient to supply the country's needs. During the first years of the war, however, production greatly decreased. The following figures show the sugar production, in metric tons of 2,204.6 pounds, for the years specified: 1913—162,000; 1914—152,000; 1915—130,000; 1916—112,000; 1917—135,000.

PACIFIC COAST TIDE TABLES.

Pacific coast tide tables for the year 1919, giving data for western North America, eastern Asia, and many island groups, have been issued as Serial No. 83 by the United States Coast and Geodetic Survey. Copies of these tables, which are reprinted from the general tide tables, may be obtained at 10 cents each from the agencies of the survey, a list of which will be found in the first number for each month of the Notice to Mariners, which is published weekly by the Bureau of Lighthouses and the Coast and Geodetic Survey.

JAPAN'S TRADE IN MOTOR BOATS AND MARINE ENGINES.

[Consul Robert Frazer, jr., Kobe, July 12.]

The general demand for internal combustion marine engines, as well as the types of motor boats in use, in Japan was fully described in a report from the Kobe consulate published in **COMMERCE REPORTS** on November 1, 1916. Conditions in this line have not changed appreciably since that article was published.

There are very few pleasure motor boats in this consular district, although the Inland Sea, one of the finest stretches of water for pleasure cruising in the world, starts just outside the entrance of Kobe harbor. Owing to the present prosperity of Japan, there are a great many "narikin," or newly-rich, among the Japanese merchants and shipping people, and it would seem that some of them, with all the natural advantages of scenery and accommodations which the Inland Sea affords, would buy motor cruisers, but such has not proved to be the case. The Japanese do not take kindly to such recreations as automobile touring or motor boating, and it is not likely that this characteristic will be changed in the near future. However, the Japanese sometimes adopt fads, and it is possible that boating may become the fashion at some time in the future.

Imports During Past Five Years.

At present the demand is for boats and engines for business purposes. Owing to the high price of gasoline (now about 75 cents gold per gallon), engines using that fuel are out of the question for work boats. Practically all of the new engines being installed are hot-bulb motors, burning kerosene, stove distillate, or neutral oil. More and more of these engines are being used every year for fishing vessels and for work boats in the harbors.

The engines are usually built in Japan, although some are imported. In 1913, Japan's imports of gas, petroleum, and hot-air engines amounted in value to \$608,125. In 1914 there was a drop to \$182,825, and this decline continued into the next year, when imports aggregated only \$81,600 in value. In 1916 a slight recovery occurred, imports amounting to \$89,950; and in 1917 further progress was made, the total for that year being \$131,400.

Before the war—that is, in 1913—48 per cent of the imported engines came from Great Britain, 30 per cent from Germany, 8 per cent from Sweden, 6.5 per cent from the United States, and 5 per cent from Switzerland. France and Belgium supplied practically all of the remainder. In 1917, 68 per cent came from the United States, 18 per cent from Sweden, 10 per cent from Great Britain, and 4 per cent from other countries, which shows that, for the time being, at least, American engines hold the predominant position.

The distribution of the 1917 imports among the leading cities of Japan was: Yokohama, \$97,345; Kobe, \$9,275; Osaka, \$90; Nagasaki, \$100; Moji, \$10,140; Hakodate, \$10,735; other ports, \$3,715.

Domestic Manufactures Meet Demand.

Japanese manufacturers appear to have developed the production of such engines as are demanded by the consumers, so that at present there does not seem to be a large market for foreign engines. Moreover, this market is not likely to improve after the war, unless American producers can lay their engines down in Japan at lower prices than the Japanese manufacturers can produce them. **Trans-Pacific**

freight rates (at present around \$25 per ton) and the Japanese import duty must be taken into consideration when computing costs.

There is no demand for ready-built or knockdown boats, as it is much cheaper to build boats in Japan from American plans than it is to ship the parts across the Pacific.

AUSTRALASIAN LIBRARIES WANT TRADE LITERATURE.

[Consul General J. I. Brittain, Sydney, Australia.]

Mr. W. H. Ifould, librarian of the public library in this city, recently called at the Sydney consulate general to confer with me concerning American trade journals and magazines, also trade catalogues of various manufacturing concerns, for the public library. Mr. Ifould desires to obtain from the publishers of commercial, financial, railway, and maritime journals in the United States complimentary copies of these trade journals and magazines, and would highly appreciate the favor if as many publishers as possible will place his name on their complimentary mailing list. He says that almost daily he has inquiries at the library concerning American trade publications. I am confident that this would be an excellent opportunity for American manufacturers and exporters to get in touch with the Australian commercial public.

Magazines which would be of especial interest are those relating to dry goods, chemicals, machinery, hardware, steel products, textiles, construction of boats, motor cars, motor-car accessories, musical instruments, ready-made garments, telephone service, millinery, furniture, and journals pertaining to American export trade in general. American Journals to be Featured.

It is the purpose of the Public Librarian to specially feature for the benefit of the commercial public American trade and financial publications and trade catalogues. In this connection I would also suggest that publishers of American magazines, such as the *World's Work*, *McClure's*, *Harper's Weekly*, *Century*, *Saturday Evening Post*, *Ladies Home Journal*, *North American Review*, *National Geographic Magazine*, and *New York Independent*, also publishers of newspapers, send to the Librarian sample copies of their publications, as this may result in increased subscriptions.

All publications should be addressed to Mr. W. H. Ifould, Principal Librarian, Public Library of New South Wales, Sydney, New South Wales, Australia.

[Consul General Alfred A. Winslow, Auckland, New Zealand.]

Technical and Commercial Publications for Canterbury Public Library.

A special technical and commercial department has been added to the Canterbury Public Library at Christchurch for the use of the public in that district, and the Chief Librarian has appealed to the Auckland consulate general for such literature relating to trade and commerce of the United States as I may be able to procure. He states that such literature will be displayed in a prominent position in the library.

It would seem that some of the more important American trade and industrial publications might be sent there by the publishers to great advantage, either through the American consular agent at Christchurch, who is greatly interested in this matter, or direct to the Librarian of the Canterbury Public Library.

MARKET FOR CHEMICALS IN JAPAN.

[Consul Robert Frazer, Jr., Kobe.]

The condition of the market for chemicals in Japan can be best understood by an examination of the following table of figures showing the imports and exports of drugs and chemicals into and from Japan in the year 1917:

Articles.	Imports.	Exports.	Articles.	Imports.	Exports.
Hops.....	\$248,780	.....	Acetate of calcium.....	\$31,124	.....
Liquorice.....	130,448	.....	Formalin.....	89,820	.....
Saffron.....	37,121	.....	Glycerin.....	278,569	.....
Galls, oak bark.....	254,636	.....	Milk sugar.....	15,918	.....
Tanning extracts.....	577,484	\$283,552	Antifebrin.....	60,640	.....
India rubber.....	4,565,112	.....	Antipyrrin.....	45,283	.....
Gum arabic.....	43,322	.....	Santonin.....	51,660	.....
Shellac.....	547,068	.....	Quinine, hydrochlorate and sulphate of.....	285,759	.....
Rosin.....	993,629	.....	Morphine, hydrochlorate and sulphate of.....	2,538,920	.....
Other gums.....	99,240	.....	Cocaine, hydrochlorate and sulphate of.....	477,659	.....
Gelatin.....	28,352	.....	Alcoholic medicinal preparations.....	82,269	.....
Phosphorus:			Aromatic chemicals.....	26,500	.....
Yellow.....	28,466	.....	Tooth powders.....	47,168	\$215,712
Red.....	123,263	258,582	Ginseng.....	.....	804,206
Boric acid.....	110,422	.....	Isacitifeze.....	.....	729,115
Oxalic acid.....	25,234	.....	Compressed oxygen.....	.....	25,282
Tartaric acid.....	209,893	.....	Sulphur.....	3,071,326	163,739
Salicylic acid.....	98,035	.....	Iodine.....	.....	375,381
Carbolic acid.....	2,374,432	.....	Zinc dust.....	.....	1,756,539
Citric acid.....	62,336	.....	Acetic acid.....	.....	251,797
Caustic soda.....	3,204,347	60,639	Sulphuric acid.....	.....	392,882
Soda ash.....	3,482,060	.....	Copper sulphate.....	.....	519,944
Bicarbonate of soda.....	153,801	.....	Iodide of potash.....	.....	742,854
Peroxide of soda.....	30,755	.....	Bleaching powder.....	.....	426,926
Nitrate of soda, crude.....	4,892,313	.....	Calcium carbide.....	.....	186,805
Borate of soda.....	278,181	.....	Naphthalene.....	.....	2,152,078
Cyanide of soda.....	161,976	182,752	Camphor.....	.....	797,888
Cyanide of potash.....	185,337	.....	Menthol crystals.....	.....	84,786
Nitrate of potash.....	23,126	.....	Menthol cake.....	.....	142,192
Chlorate of potash.....	77,471	1,192,028	Toilet powders.....	.....	505,305
Bichromate of potash.....	249,562	.....	Gauze and bandages.....	.....	3,301,671
Bromide of potash.....	7,697	.....	A.I other.....	.....	.....
Alum.....	12,767	106,752			
Subnitrate of bismuth.....	23,900	.....		
Chloride of ammonium.....	93,361	.....		
Sulphate of ammonium.....	1,431,304	765,500			
Carbonate of ammonium.....	140,900	.....		

Articles Supplied by United States—Some Stocks Now Low.

Of these imports about 60 per cent are imported into Kobe and Osaka, the principal ports of this consular district (which embraces the principal industrial region of Japan). The chief chemicals imported from the United States are, in the order of importance, caustic soda, soda ash, carbolic acid, rosin, bichromate of potash, cocaine, salicylic acid, formalin, hops, glycerin, antifebrin, and tanning extracts.

At the present time, owing to the embargo on exports from the United States, the local stocks of caustic soda and soda ash are very low and prices are high. The ruling price for caustic soda is \$16.50 per 100 pounds, while soda ash is selling at \$7.85 per 100 pounds. Acids are overstocked and prices are low. Rosin is rather scarce, through increased demand in Japan and reduced supply from America, the ruling price now being around \$7.75 per 100 pounds.

[A list of the leading drug and chemical importers in the Kobe district may be procured from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 105300.]

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CONTENTS.

	Page.		Page.
Changes in bunker rules and regulations.....	993	Restricting the export of lumber from New Zealand.....	999
Shipments of Cuban sugar for United States.....	993	Goteborg traffic plans.....	1000
South Pacific island trade.....	994	Japanese barley, rye, and wheat forecast.....	1001
Scarcity of whisky in Scotland.....	994	Paraguayan steamship and power companies sold.....	1001
Argentine exports during first half of 1918.....	995	Fat ration and fat supplies in the Netherlands.....	1002
French-Italian bank establishes new branch in Brazil.....	995	Patchouli production in Straits settlements.....	1003
Italy's demands for raw cotton.....	996	Dublin to develop hydroelectric power.....	1004
Swedish society to promote commerce with Russia.....	996	Community harvesting of kootenay hay crop.....	1005
Condition of principal Buenos Aires banks.....	997	New German drying process.....	1005
Shortage of coal in New Zealand.....	997	Exports of potash from Germany.....	1006
Chinese market for motor boats.....	998	Foreign tariffs.....	1007
Mexican firm offers manganese ore.....	998	Foreign trade opportunities.....	1008
Caustic-soda situation in Japan.....	999		

CHANGES IN BUNKER RULES AND REGULATIONS.

The War Trade Board announces, in a new ruling (W. T. B. R. 229), the following amendment to subparagraph (j) of Article V of "General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies":

If a vessel is fitted with wireless telegraphy the sending apparatus shall be sealed in such manner that no message can be sent without the knowledge of the master. The master shall be responsible for seeing, first, that no message to the enemy is sent by wireless telegraphy; second, that no reports are made of vessels sighted or of any weather conditions experienced; third, that no wireless messages of any kind are sent within 200 miles of England, France, Portugal, or Italy, except emergency messages relating to vessels or persons in distress, unless specifically authorized by War Time Radio Instructions promulgated by authorized representatives of the Navy Department, in which case the specific provisions of such instructions are to be followed exactly.

The following is added to General Rules No. 1 as Article VII thereof:

No application for bunkers by any vessel under the American flag shall be approved, excepting on the same understanding respecting wireless messages as is outlined in subparagraph (j) of Article V for neutral and unrequisioned American vessels.

SHIPMENTS OF CUBAN SUGAR FOR UNITED STATES.

[Consular Assistant George A. Makinson, Cardenas, Cuba.]

On August 31, 1918, the amount of refined sugar awaiting shipment at the port of Cardenas, Cuba, amounted to 811,289 bags (a bag is approximately 325 pounds) as compared with 447,561 bags on the same date in 1917.

The amount of sugar transported overseas during the first 8 months of the present calendar year was somewhat less than during the corresponding period of 1917, the figures being as follows:

2,254,830 bags for the 1917 period and 1,845,526 bags for the 1918 period.

During the month of August, 1918, a total of 210,150 bags were exported, the United States taking 129,150 bags and the remainder being consigned to the United Kingdom. In August, 1917, of a total exportation of 212,872 bags the United States took 132,872 bags and the remainder (80,000 bags) went to the United Kingdom.

The following table shows the number of bags shipped from Cardenas and their declared value, together with the ports of entry in the United States for the months of July and August, 1918.

Port.	July, 1918.		August, 1918.	
	Bags.	Value.	Bags.	Value.
Galveston.....			8,600	\$136,063
New Orleans.....	19,700	\$312,679		
New York.....	68,472	1,067,064	76,150	1,130,435
Philadelphia.....	34,800	535,116	20,000	321,515
Savannah.....	10,100	156,879	24,400	373,749
Total.....	132,872	2,071,737	129,150	1,970,782

SOUTH PACIFIC ISLAND TRADE.

[Consul General Alfred A. Winslow, Auckland, New Zealand, Aug. 16.]

The British trade commissioner in New Zealand has just returned from visits to the South Pacific Islands, including Samoa, Tonga, and Fiji, and reports that business in general in these islands is fairly good, but that the United States is getting a greater portion of the business now, since European countries are not able to either supply imports or to take exports. At present practically all of the copra is taken by American firms, and it is understood that there is liable to be quite an increase in the cultivation of copra in the Fiji Islands in the near future. The trade commissioner is inclined to think that American firms are getting substantial footings in these markets that are liable to continue.

Japanese manufacturers are also making strong bids for the business of these islands and are sending vessels to this part of the world quite frequently of late. They are supplying largely the same class of goods as were formerly supplied by Germany, which take very well in these islands.

SCARCITY OF WHISKY IN SCOTLAND.

[Consul H. Abert Johnson, Dundee, Aug. 21.]

It appears from recently published reports that there exists at present an unusual scarcity of whisky in retailers' hands, and there appears to be little prospect of any improvement in the situation before the beginning of October, when the new allocation is to take place.

Dealers are entitled to 50 per cent of their sales in 1915, and in ordinary circumstances, with careful husbanding, the supplies allowed might have gone round, but the holiday "rush," which was enormous this season, greatly reduced many stocks, particularly in the larger cities. In numerous cases retailers are finding that, after they have met the needs of their regular customers, there is nothing left for the casual purchaser.

ARGENTINE EXPORTS DURING FIRST HALF OF 1918.

[Commercial Attaché Robert S. Barrett, Buenos Aires, Aug. 2.]

Reliable figures compiled by the statistical department of the Review of the River Plate, a leading Argentine commercial publication, show that during the six months ended June 30, 1918, exports of cereals and dairy products from Argentina were, in the main, very satisfactory. As published by the journal named the half-year totals were:

Articles.	First 6 months of—		Increase (+) or decrease (—).
	1917	1918	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Wheat.....	743,535	1,531,332	+787,797
Corn.....	646,210	195,786	—450,424
Linsced.....	44,044	246,550	+202,506
Oats.....	109,614	191,777	+82,163
Flour.....	37,722	52,987	+15,265

Exports of butter for 1918 established a record with 303,879 cases of 25 kilos (55 pounds) each, or 7,597 metric tons—nearly double the shipments for corresponding periods of the preceding two years.

Decline in Certain Items—Meat Cargoes.

Quebracho-extract shipments declined during the first six months of 1918 as compared with the like period of 1917, amounting to 41,224 tons against 49,751 tons.

Shipments of ox hides have been on a smaller scale this year than last. Up to the end of June, 1918, 615,940 ox hides were shipped, as against 897,556 for the corresponding period in 1917. This for dry hides. Salt hides also fell off, with 1,097,087 against 1,455,899 last year.

Exports of wool displayed a still more marked falling off during 1918, with 143,200 bales as against 216,446 for the first half of last year.

Taken together, Argentina's exports of meat during January-June of the current year show a decrease when compared with the total for the first six months of 1917. It may prove, however, that the canned-meat figures, which were not included in these statistics, will offset the loss in the other categories. Argentina shipped 2,811,434 quarters of frozen beef this year, as against 2,511,406 quarters in January-June, 1917. This year's chilled-beef figures are 23,544 quarters, comparing with 352,146. Exports of frozen mutton amounted to 454,755 carcasses as compared with 665,797; and of frozen lamb, to 93,842 as against 287,082 last year.

FRENCH-ITALIAN BANK ESTABLISHES NEW BRANCH IN BRAZIL.

Vice Consul Richard P. Momsen reports from Rio de Janeiro that a recent decree authorized the Banque Française et Italienne Pour l'Amerique du Sud, with head offices in Paris and branches in several Brazilian cities, to establish a branch at Pernambuco, Brazil.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

ITALY'S DEMANDS FOR RAW COTTON.

[Censul North Winship, Milan, Aug. 14.]

The general disturbance at the outbreak of the European war, together with the closing of the oriental markets, was detrimental to the Italian cotton-textile industry in the latter part of 1914. But this industry was particularly active and prosperous in 1915 and 1916, all spinning mills and textile factories having derived excellent profits. In those two years enormous quantities of cotton goods were delivered to European countries. In 1917, owing to numerous difficulties, such as lack of labor, impossibility to replenish machine and implements, shorter imports and higher cost of raw cotton, excessive freight rates and inadequate railroad facilities, and Government restrictions in exports, the Italian cotton-textile industry suffered.

It is the opinion of the Italian cotton men that the Italian Government could assist this industry by importing large lots of raw cotton for distribution to consumers, and centralizing all demands for raw cotton, in order to secure considerable reductions in freight rates.

Prospective Conditions in the Italian Cotton-Textile Industry.

One of the local papers makes the following remarks relative to prospective conditions in the cotton-textile industry in Italy, after the war, is compared with pre-war conditions:

Before the war Italy's requirements in raw cotton were 1,000,000 bales of 500 pounds, of which 700,000 bales came from the United States, 250,000 bales from British Indies, and 50,000 bales from Egypt and other oriental countries. Owing to the constant increase in the cotton-textile industry in the United States the raw-cotton stocks available in American ports for export become continually shorter. British Indies not only began to show a tendency to enlarge their cotton-textile industry, but to give much attention to the Japanese market—whence the demand for raw cotton is also growing. From a careful study made by Engineer Tarlarini, an authority on the subject, it would appear that after the war Italy will only be able to secure 300,000 bales from the United States, as against 700,000 bales—the per-war imports; and 100,000 bales from British Indies, as against 250,000 bales imported prior to the war. Italian cotton-goods interests will evidently suffer considerably after the war, owing to difficulties in securing the required amount of raw cotton and this vital problem deserves the best attention not only of the Italian Government but also of Italian capitalists. Conditions might be remedied by undertaking cotton raising in Italian colonies, especially the Eritrea, on the Red Sea, this being, as was shown by the experiments lately made, much adapted to cotton plantations. According to a rough estimate, from 18,000 to 20,000 hectares (1 hectare=2.47 acres) might be planted with cotton. A vast program should be organized to include plans for the construction in the Eritrea of roads, of railroads, and of water-supply systems. Experiments for cotton raising should also be made in the Italian colony of Somalia.

SWEDISH SOCIETY TO PROMOTE COMMERCE WITH RUSSIA.

[L'Économiste Européen, Paris, July 19.]

A number of Swedish commercial and banking houses have grouped themselves with a view to obtaining the capital necessary for an important commercial society, the principal aim of which will be to conduct import and export trade, to arrange for transportation and chartering, and in general to carry on a commission business. Offices have been established at Stockholm, Riga, Kief, Odessa, and Constantinople.

CONDITION OF PRINCIPAL BUENOS AIRES BANKS.

[Commercial Attaché Robert S. Barrett, Buenos Aires, Argentina, Aug. 1.]

The following statement shows the condition of the principal banks of Buenos Aires on June 30, 1918. All the amounts are expressed in United States currency. The capital in each case represents the total in Argentina:

Banks.	Deposits.	Discount and overdrafts.	Total cash.	Capital.	Percentage of cash to deposits.
Banco de la Nación.....	\$451,540,000	\$202,788,000	\$104,946,000	\$54,927,000	34
Banco Provincia.....	108,331,000	84,987,000	47,350,000	20,577,000	44
Banco Español.....	105,675,000	100,815,000	28,802,000	41,830,000	27
Londres y Río de la Plata.....	77,428,000	31,811,000	45,170,000	4,071,000	58
Italia y Río de la Plata.....	53,067,000	55,204,000	14,582,000	9,671,000	27
Banco Británico.....	29,265,000	15,873,000	17,448,000	4,886,000	60
Nuevo Banco Italiano.....	28,156,000	21,514,000	9,986,000	2,137,000	35
Anglo-Sud Americano.....	27,843,000	22,821,000	13,150,000	4,824,000	47
Alemán Transatlántico.....	20,035,000	11,579,000	11,776,000	3,529,000	59
National City Bank.....	19,978,000	11,945,000	8,464,000	1,000,000	43
Banco Holandés.....	18,886,000	25,686,000	10,925,000	3,767,000	58
The First National Bank.....	17,623,000	14,600,000	3,845,000	1,000,000	21
Italo-Belga.....	16,316,000	9,360,000	7,000,000	966,000	42
Francés e Italiano.....	15,830,000	10,207,000	7,435,000	2,417,000	47
Galicia y Buenos Aires.....	16,639,000	14,885,000	5,300,000	7,243,000	34
Comercial Italiano.....	12,577,000	9,734,000	4,613,000	2,127,000	36
Popular Argentino.....	11,841,000	15,099,000	3,874,000	4,474,000	32
Banco Germánico.....	11,433,000	6,948,000	5,337,000	1,671,000	46
Londres y Brasil.....	10,487,000	5,378,000	5,238,000	2,056,000	49
Frances del Río de la Plata.....	7,236,000	11,226,000	6,046,000	13,538,000	84
Argentino Uruguayo.....	5,002,000	374,000	4,936,000	534,000	97
España y América.....	653,000	604,000	342,000	552,000	52

The average percentage of cash to deposits was 46 per cent.

SHORTAGE OF COAL IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 10.]

There has been a shortage in the coal supply in New Zealand for the past year for two reasons—a decrease in the production of the local mines and also in imports from Australia.

During 1917 the mines produced but 2,068,419 tons as against 2,257,135 tons for 1916, and the imports for 1917 amounted to 291,597 tons as compared with 293,556 tons during 1916 and 518,000 tons during 1914.

The loss in production was largely due to the decreased output of the miners, since in 1916 they produced on an average of 750 tons per miner, while in 1917 they produced but 715 tons per miner.

During the first six months of 1918 the combined importations and coal mined in this country amounted to 1,084,719 tons as compared with 1,083,461 tons for the same period in 1917, while stocks on hand on April 30, 1918, amounted to 151,866 tons as compared with 216,987 tons on July 31, 1917.

This shortage of coal has had a tendency to slow down some of the industries in the country, and is threatening the railways, street car, and electric-light plants.

Consul General David F. Wilber, of Genoa, reports that by decree of August 7 the Italian Ministry of War requisitioned all lambskins in the Kingdom less than 1.1 kilos (2.4 pounds) in weight.

CHINESE MARKET FOR MOTOR BOATS.

[Consul General P. S. Heintzleman, Tientsin, July 10.]

There are only eight commercial motor boats in the Tientsin district at present, three 40-foot and five 25-foot boats. They are mostly used by the native water police and the foreign steamship companies in patrolling the Hai Ho (Peiho) River from Tientsin to its mouth, a distance of 47 miles. There are, as well, a few motor boats here owned and used by foreigners for pleasure purposes only. All these boats have been built to order by different concerns in Tientsin—among them the Eastern Engineering Works and Brossard, Mopin & Cie. The Taku Pilot Co. also builds motor boats of various types.

It is not believed that the motor-boat industry here will witness any marked development in the near future, and the termination of the war is not likely to affect it in any way. Such increase in the demand for motor boats as may occur will be very small and will be supplied locally. Rail rather than water transportation in this district is being developed, and the public highways are being gradually extended and improved, whereas on the other hand the streams are being allowed to silt up.

[Vice Consul Andrew J. Brewer, Amoy, July 13.]

Motor Craft in Amoy Harbor.

In this port all foreigners live on a small island known as Kulangsu, while the business is all done on the island of Amoy, this necessitating some means of crossing the harbor every day. Formerly four and six oared gigs were used for this purpose; but a typhoon last year destroyed these gigs, and most of the business houses and the Marine Customs have replaced them with motor craft, of which there are perhaps 18.

The Amoy motor boat is anomalous, consisting as a rule of a 14 or 18 horsepower engine installed in a native sampan. These boats are found more satisfactory for crossing the harbor in rough weather and for approaching jetties at low tide, when a very shallow draft is required. The engines used are principally of American manufacture, being brought into this port through Hongkong and Shanghai. There are no facilities for the direct importation of American engines.

It is difficult to say what conditions here after the war will be. There are one or two motor sampans owned by Chinese at the present time, and if the Chinese develop a decided fondness for motor boats a good market may be established, for there are many Chinese wealthy enough to purchase them. If foreigners continue to be the principal users it is probable that there will be a demand for a few engines every year, but as the foreigners are few in number this demand can never become very great.

MEXICAN FIRM OFFERS MANGANESE ORE.

[Consul Edward A. Dow, Ciudad Juarez, Sept. 4.]

The firm of Escudero & Martinez, of Ciudad Juarez, with additional offices in El Paso, Tex., states it can now deliver quantities of manganese ore at prevailing prices f. o. b. El Paso, Tex.

CAUSTIC-SODA SITUATION IN JAPAN.

[Consul General George H. Scidmore, Yokohama, Aug. 4.]

It is not believed, says to-day's issue of the *Japan Chronicle*, that the American embargo on exports of caustic soda will have any serious effect on Japan's trade and industry. This substance was imported from the United States to the extent of 20,000,000 pounds before the war, when there were only a few manufacturers of caustic soda in this country, such as the Kwanto Sanso and the Osaka Seimi Co. Since the outbreak of hostilities, however, the domestic manufacture of caustic soda has undergone considerable development, and in addition to the two companies mentioned there are a number of new manufacturers such as the Asahi Denka, Tomasi Soda, Nankai Soda, Hokkaido Soda, and the Osaka Soda.

The annual domestic consumption of caustic soda amounts to between 50,000,000 and 60,000,000 pounds, and about 70 per cent of this quantity is met by home output, the shortage being imported from the United States. The American embargo on the export of caustic soda will naturally have the effect of stiffening prices in Japan, but it is not expected that any actual shortage will be felt, for it is understood that there are fairly large stocks, and moreover, the American prohibition is not absolute, export permits being obtainable in special cases. In these circumstances it is believed that the existing stocks and domestic output will be enough to meet the demand for a year or two.

RESTRICTING THE EXPORT OF LUMBER FROM NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 12.]

The New Zealand Government has published regulations under which the Board of Trade will restrict the exportation of lumber from New Zealand, and it will now require an export license from the Board of Trade in order to export any lumber from this Dominion.

It is understood that this measure is taken in order to conserve the rapidly diminishing lumber supply of this country, with the hopes of retaining sufficient to supply the home demands so far as the different grades of lumber are concerned, especially the white pine and kauri lumbars.

It is understood that this will quite seriously affect the supply to Australia.

It would seem that this would open up additional markets in Australia for American lumber, and will to some extent curtail the imports to New Zealand, but there is a steady demand here for Oregon pine and similar lumber, for the reason that New Zealand has nothing that will take the place of the pine lumbars coming from the United States. The kauri and rimu lumber is more brittle than the pine, and is not as suitable for certain construction purposes.

The exports of lumber from New Zealand for the year 1916 amounted to 71,503,054 superficial feet, as compared with 63,547,429 feet in 1913.

Protect Your Soldiers with Your Savings.

GÖTEBORG TRAFFIC PLANS.

[Excerpt from Copenhagen Berlingske Tidende, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

During the last few decades before the war Göteborg often complained that its former lucrative import wholesale trade was declining, a large part of the trade of the city having been taken over by agents and forwarding firms. In order to counteract this tendency, regular direct steamship connections were established with overseas ports in most parts of the world.

During the world war the transoceanic direct shipping has been a great support to the import trade. During the years 1913 to 1916 the greatest part of the trade has shifted from English and especially German middlemen to Swedish firms. The large Göteborg steamship companies have consolidated their position by capital increases and advantageous fusions. Thus the Swedish-North America Line in 1916 increased its capital from 8,000,000 to 24,000,000 crowns (1 crown=\$0.268 at the normal exchange rate). Several of the small steamship companies have been bought up by larger ones, and cooperation has been established among the big companies.

The harbor of Göteborg from the beginning has played an important part in the economic life of the city, and the expansion of the wholesale trade and transoceanic shipping has caused great efforts to be made for its extension. The plans with regard to the new free port have quickly been supplemented by plans for establishing a free port in the old harbor, and a free warehouse building has already been erected.

Besides the local and transoceanic shipping, which is steadily increasing, a great work is being carried on to establish a new traffic route from Göteborg through the Göta Canal or by railroad, and via the Baltic by steam ferry to Port Baltic in Estland. Adding to this the seriously discussed plans with regard to a steam-ferry connection from Göteborg via the North Sea to England, it will easily be understood that Göteborg is preparing to take an important part in the lively trade that undoubtedly will be established when the war is over between Russia and western Europe.

Railroad Extension.

Several important changes have also been planned with regard to the net of railroads spreading out from Göteborg. The State railroads connect the city with Stockholm and the northern part of Sweden, the western coast, and the southern part of Sweden. Besides, there are three important termini in Göteborg, over which the city exercises considerable control. These are the Bergslagens Railroad, which by special agreement controls nearly all the railroads in the factory districts of middle Sweden; the Göteborg-Borås and Borås-Alvsjö Railroads, which give the city excellent traffic connections with southeastern Sweden; and the Västergötland-Göteborg Railroad, which carries on the local traffic and is managed from Göteborg. Now a new railroad connection eastward must be reckoned with, which will make it possible for the city to make an inroad on the trade territory on the eastern coast, especially Östergötland, which heretofore has been entirely controlled from Stockholm. This

new railroad is to run from Borås via Ulricehamn and Jönköping to the Sommens Station on the eastern trunk line. In this way Göteborg will obtain the shortest route to the rich district of Östergötland and its capital, Norrköping, which will finally be the basis for the eastgoing ferry route previously mentioned.

JAPANESE BARLEY, RYE, AND WHEAT FORECAST.

[Consul General George H. Seldmore, Yokohama, July 18.]

The official forecast of the Department of Agriculture and Commerce predicts a decrease in the yield of barley, rye, and wheat. The official announcement says that constant rain delayed the sowing season, and the cold interfered with the growth of seedlings. Careful application of fertilizers led to an improvement in the spring, but rain again interfered with the growth of the plants during the flowering season. As a result it is expected the yield this year will show a decrease on the actual yield of last year and on the normal crop. The following table shows the forecast for this year and the decrease as compared with 1917 and with a normal year:

Grain.	This year's forecast.	Decrease compared with—	
		1917	Normal year.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Barley.....	39,680,890	7,009,280	5,621,760
Rye.....	39,178,240	2,785,280	1,474,560
Wheat.....	30,607,300	4,131,840	3,333,120

PARAGUAYAN STEAMSHIP AND POWER COMPANIES SOLD.

[Consul Henry H. Balch, Asuncion, Aug. 5.]

According to press notices La Compania Argentina de Navegacion (Nicolas Mihanovich, Ltd.), head office Buenos Aires, has purchased the boats of the two principal competing lines which run between Buenos Aires and Asuncion, owned by Vierce & Co., and by Domingo Barthe, thus giving the Mihanovich Steamship Co., now English-owned [see COMMERCE REPORTS for Dec. 1, 1917] almost complete monopoly of the river steamer service between Asuncion and Buenos Aires.

The manager of the Asuncion Tramway, Light & Power Co. reports that the Italo Argentina of Buenos Aires, a company understood to be financed by Swiss and Italian capital, has purchased the holdings of the tramway, light, and power plant of this city, an English-owned concern with head office at 3 St. Helen's Place, London, England, which has been in the hands of a receiver for more than three years.

Details regarding these transactions have not been given out so far.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

FAT RATION AND FAT SUPPLIES IN THE NETHERLANDS.

[Commercial Attaché Paul L. Edwards, The Hague, July 16.]

On June 4 the Dutch Government announced that on account of the serious shortage of edible oils and fats in the country, a complete inventory of oils, fats, and similar raw materials would have to be taken. Dealers were notified that they had to communicate to their communal authorities a statement of their entire stocks, and private individuals were ordered to communicate any stocks that they might have over 25 kilos. On June 5 the sale, delivery, or transportation of edible oils, fats, butter, and oil-bearing seeds was prohibited, except as directed by the Royal Bureau for Meat and Fats.

Lowering the Fat Ration.

A butter, margarine, and fat ration of 250 grams (0.55 pound) per week per person, went into effect on June 6. Commencing with that date, restaurants, hotels, emergency kitchens, etc., were no longer allowed to serve meals except upon receipt of a 10-gram coupon for each meal. This ration applied to butter, normal margarine, mixed margarine, and fat.

On July 15 the ration was reduced to 25 grams per day, by lengthening the period of consumption for 250 grams from 1 week to 10 days. When this measure was announced the Minister of Agriculture, Industry, and Commerce gave full explanations of the measure and also made a statement, of which the following is a résumé, regarding the country's oil, butter, and fat stocks and requirements:

The total amount of raw materials for the manufacture of margarine, which were in the Netherlands on July 6, 1918, was 15,618,000 kilos. Part of this stock would be required for technical purposes, but the deficit thus created would be refilled by fats obtained from the slaughtering of cattle. The production of butter during the 1916-17 fiscal dairying season was 60,000,000 kilos; during the 1917-18 season it is estimated at 52,000,000 kilos; and during the coming season it is estimated at 30,000,000 kilos. The cause of the falling off in the butter production is twofold: (1) The reduction in cattle stocks, and (2) the nonarrival of feedstuffs. The stocks of butter in cold storage in the Netherlands on May 1 of this year were 1,200,000 kilos. Thus the total stocks of butter available for the year would be 31,200,000 kilos. Of this amount, since May 1, 9,500,000 kilos have already been consumed, which, with the margarine produced from the above-mentioned stocks on hand, would give a total of 36,318,000 kilos to last until the end of April, 1919. During the last few weeks the consumption of margarine and preparations not containing butter has been 850,000 kilos per week and the consumption of butter 930,000 kilos—a total of 1,780,000 kilos per week. Hence the reduction in the fat and butter ration. Unless raw materials arrive from oversea, the ration will obviously have to be reduced still further—possibly to 125 or even 100 grams per week.

Measures to Increase Cole-Seed Production.

Strenuous efforts are being made to increase the production of cole seed in the Netherlands for margarine making. The Minister of Agriculture is doing everything possible to make the production of this oil-bearing seed as attractive as possible. Since June 5 a system of bounties has been in effect, and it is understood that considerable areas have been planted. For each hectare of meadowland that is converted into cole-seed-producing land, the minister has promised a bounty of 450 florins, the equivalent at the normal exchange rate of about \$75 per acre. Two-thirds of this is paid as soon as the

meadowland has been prepared for planting, or in any case not later than October 1, 1918; and the remainder is to be paid within a month after the delivery of the seed. Furthermore, a price of 50 florins per 100 kilos (about \$9.12 per 100 pounds) of seed is guaranteed the farmers by the Minister of Agriculture. In case the production per hectare should be less than 1,000 kilos, a deduction from the 450-florin premium will be made, at the rate of 15 florins for each 100 kilos of deficit. It is understood, however, that converted meadowland is thoroughly suitable for the production of this crop, and that 1 hectare will produce about 25 hectoliters, which at 68 kilos per hectoliter, would make 1,700 kilos per hectare. The selling price, of 850 florins, added to the bounty, would make the receipts for this quantity of 1,700 kilos, 1,300 florins (\$523), which would seem like a very attractive return from a single hectare (2.47 acres).

PATCHOULI PRODUCTION IN STRAITS SETTLEMENTS.

[Consul George L. Logan.]

Patchouli is both a wild and a cultivated crop in the Malay Peninsula. The following data concerning it were furnished to the Penang consulate by the Director of Agriculture for the Federated Malay States:

Patchouli (*Pogostemon patchouli*) is a soft-leaved herb from 2 to 3 feet high, much branched, with square stems, emitting when rubbed the characteristic smell of patchouli. The Chinese, who chiefly cultivate this plant in Malaya, often plant it on newly cleared ground among the fallen logs. Here, slightly shaded, it grows very rapidly and well. Where it is regularly cultivated, it is planted in properly prepared beds.

The best method of propagation is by cuttings of young shoots. These are cut about 3 inches long, care being taken to cut just below a joint. The cuttings are then pricked into nursery beds well watered and shaded. In three weeks to a month they will have rooted and can be removed to the permanent beds, where they should be shaded until thoroughly established. The plant grows well in open sun, but it will also stand a little shade and may be grown as a catch crop in young rubber or coconut clearings. The cuttings may be planted at distances of about 2 feet.

Harvesting and Drying—Marseille and New York Chief Buyers.

The first crop can be cut six months after planting and afterwards twice a year. In Perak it is usual to take only three crops and then replant. The leaves when cut out may be dried in the sun, but it is better to dry them in the shade, spreading them out in a cool and airy shed. When quite dry (about one week) they may be packed in bales.

One picul (133½ pounds) of the leaf dried just as it is cut yields from 24 to 30 ounces of essential oil, and a sample free from the heavier stalks yields about double that amount. Thirty-six pounds of green leaves produce 10 pounds of patchouli. One-twentieth of an acre planted by Curtis gave 449 pounds of green stuff, and after 10 days it had dried to 106 pounds, which on picking over gave 60 pounds good leaf and 37 pounds refuse.

The dried leaf is exported from this country principally to Marseille and New York. Exports from Penang for 1916 were almost exclusively to New York and amounted to about 65 tons.

The exports of patchouli leaves from Penang to the United States during 1917 totaled 79,979 pounds, valued at \$12,252 gold. Local exporters of native products are in position to handle a much larger volume of trade in this commodity if orders are received.

DUBLIN TO DEVELOP HYDROELECTRIC POWER.

[Vice Consul Charles C. Broy, Dublin, Ireland, Aug. 17.]

The question of utilizing water-power sites on the Liffey River in the vicinity of Dublin for the production of electrical power has lately been receiving serious consideration. It is understood that the Dublin & Lucan Electric Railway Co. is primarily interested in the scheme, which is now under the consideration of engineers. The project is attracting the attention of the Dublin Chamber of Commerce, the Dublin Corporation, and the English and Irish Coal Controllers, and it is hoped it will receive the approval of the Government, whose assistance is being sought.

The idea of utilizing the water power of the Liffey is not a new one. Some few years ago the matter was suggested, but the financing of the undertaking and the then abundant supplies of coal appear to have been obstacles in the way of its realization at that time.

More recently the shortage of coal and Government control of the electric line have given the matter a different aspect. The directors of the line believe they could abolish the use of coal for its operation and at the same time effect a great saving in coal consumption in other directions. The scheme has thus far met with the approval of riparian landowners and others who would be interested.

Details of the Project.

The estimated cost of carrying out the project is roughly \$250,000. Apparently there would be no difficulty in finding users for the power that would be developed. Inquiries have already been made, it is claimed, for horsepower totaling more than 3,000, which exceeds the horsepower it is expected would be developed at the beginning.

The scheme provides for the acquisition of the Salmon Leap mill and the construction of a dam about 300 feet farther up the river. The fall of the Salmon Leap, which is now 17 feet 2 inches, would thus be increased to about 40 feet. It is estimated that this would generate about 2,000 horsepower during six months of the year.

At first it was proposed to install Diesel engines to supplement the turbines in the summer, but on account of growing prospective demands it was decided that it would be better to install turbines and generators, one of 1,000 brake horsepower and two of 500 brake horsepower each. It is believed a minimum of 1,800 horsepower could be generated 183 days in the year, 900 brake horsepower for 90 days, and 450 brake horsepower for 92 days. On this basis it is calculated there would be an annual saving of 16,464 tons of coal over the average of Irish electric generating stations working continuously.

Cooperation Between the Railway and Corporation.

It is suggested that through cooperation between the railway and the Dublin Corporation the station could assist the corporation in the winter months when the generative power and the needs of the corporation for electricity would be at their maximum. In return the corporation would assist the railway company when the city's demands are less and the water power at its lowest point. The electrical power supplied by the Dublin Corporation varies from more than 6,000 kilowatts during the period from September to March

to less than 4,000 kilowatts from April to September. The water power would increase and decrease over closely corresponding periods.

It is stated that the railway company would require only about 200 horsepower of the total 2,000 to be generated and that it could restore full car service (now curtailed) and reduce operation expenses. The corporation would be saved the outlay incidental to erecting an extra plant, which is needed but could not at present be expected to be fully remunerative. If given Government support, no difficulties regarding materials or labor are anticipated, and it is claimed that the work could be completed in six to nine months.

COMMUNITY HARVESTING OF KOOTENAY HAY CROP.

[Consul B. M. Basemann, Fernie, British Columbia, Canada, Aug. 28.]

The hay crop in the Kootenay District, southeastern British Columbia, is good, and, if safely garnered, there will be an abundance of feed for stock during the coming winter.

The community is taking no chances, however, that might result in shortage of fodder. In order to promote its conservation, the taking off of the hay crop will be under the direction of the Farmers Institute, the idea being to not only have the hay cut and stacked under uniformly good conditions, but to exercise control to see that all of it is cut, and that none is allowed to be exported until an ample supply for local needs is assured.

The arrangements were perfected by representatives of the Farmers Institute and the Department of Lands, so that the hay areas will be apportioned among the whites and Indians in proportion to the number of cattle owned by each.

NEW GERMAN DRYING PROCESS.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 27.]

The so-called Krayseska method, a new means of drying eggs, fruit juice, and blood, has been demonstrated before the food authorities in Berlin and found worth exploiting to a large extent. The drying is done in a large iron cylinder 5 meters in diameter, in which a pair of big metal wings are quickly rotating, driven by a steam turbine. The fluid is lashed to foam and dried by the aid of a hot current of air that is continually passed through the cylinder. The dried product is in the form of a powder, which will keep for a long time and can be most economically transported. The dried products go through no chemical process and are directly soluble in water. Drying plants of this type for treating about 140,000 eggs a day will be erected shortly in Berlin and Bucharest.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Biberna Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 98 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

EXPORTS OF POTASH FROM GERMANY.

The following figures, taken from German official sources, give the exports of potash from that country, and the principal countries of destination, for the three years ended 1913, being the latest figures available:

Articles and countries of destination.	1911		1912		1913	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Potash, wool yoke ash:						
Austria-Hungary.....	333,997	\$15,232	425,929	\$16,422	358,027	\$13,566
Belgium.....	1,147,355	45,696	1,565,469	49,742	1,094,143	43,078
Denmark.....	1,314,383	52,360	1,065,012	44,030	1,214,073	48,532
France.....	1,107,336	49,028	1,497,364	63,781	2,451,995	90,449
Great Britain.....	5,848,142	226,576	3,804,919	151,814	5,541,013	194,276
Italy.....	452,163	19,092	623,020	27,846	905,870	37,822
Japan.....	208,335	9,282	217,153	10,234	293,212	13,328
Netherlands.....	1,191,145	46,648	1,507,233	58,072	1,747,586	72,353
Norway.....	697,976	28,798	466,832	19,754	671,301	25,942
Russia.....	146,885	6,902	255,072	13,566	216,271	11,900
Sweden.....	2,130,325	82,586	1,538,370	60,928	1,944,678	70,210
Switzerland.....	251,765	9,520	241,490	10,949	335,540	14,042
United States.....	16,000,766	593,810	14,068,875	512,414	17,270,616	611,122
All other countries.....	1,515,832	62,356	1,240,749	49,742	1,826,391	69,030
Total.....	32,406,736	1,248,786	28,639,517	1,089,326	35,870,606	1,315,902
Raw potash from beet root molasses:						
Austria-Hungary.....	2,945,787	36,800	7,532,898	90,202	2,072,705	24,752
All other countries.....	16,975	238	19,400	238	27,117	238
Total.....	2,962,762	37,128	7,552,298	90,440	2,099,822	24,990
Chlorate of potassium, not in cylinders, etc.:						
Australasia.....	271,827	16,898	112,214	6,902	4,409	238
Austria-Hungary.....	152,338	13,328	124,500	11,662	63,272	4,996
Belgium.....	96,341	5,474				
Brazil.....	109,313	12,376	171,297	12,376	192,462	14,042
Japan.....	540,568	34,034	249,501	15,232	840,834	51,408
Russia.....	736,557	48,314	581,794	37,604	313,063	23,952
Sweden.....	175,266	8,806	271,166	14,042	46,517	1,904
All other countries.....	925,271	63,546	844,803	59,976	996,259	69,972
Total.....	3,067,481	202,776	2,355,395	157,794	2,456,806	166,124
Bisulphate of potassium:						
Algeria.....	4,070,353	89,012	2,777,796	54,502	7,519,009	152,082
Australasia.....	3,638,251	75,208	4,894,732	96,628	5,992,103	126,894
Belgium.....	2,528,235	48,076	2,901,474	59,024	4,142,443	82,594
Brazil.....	914,027	18,564	351,500	7,140	676,151	13,566
British East Africa.....	221,562	4,284	1,055,342	21,420	576,282	11,662
British India, etc.....	1,467,161	26,894	2,410,683	47,838	4,300,350	89,726
British South Africa.....	504,633	10,710	614,202	12,614	1,716,942	35,700
Canada.....	220		57,099	1,190	1,298,068	21,896
Ceylon.....	8,305,390	158,470	9,451,427	189,210	10,548,791	222,292
Chile.....	254,190	4,998	819,450	16,184	1,110,916	21,420
Cuba.....	705,473	15,232	1,391,103	27,370	5,247,389	105,196
Dutch East Indies.....	301,369	5,850	931,003	19,516	1,613,999	12,133
France.....	33,278,790	616,896	26,719,972	542,402	40,777,163	803,012
French America.....	2,003,320	39,746	1,739,429	35,700	1,875,894	37,542
Great Britain.....	14,803,668	264,418	12,652,640	250,138	30,614,319	607,138
Greece.....	617,729	13,090	441,361	10,234	221,121	4,996
Hawaiian Islands.....					2,239,374	41,650
Italy.....	10,693,144	199,682	13,028,776	267,512	15,392,076	306,068
Japan.....	3,307,341	63,784	2,906,224	58,310	5,840,145	116,585
Netherlands.....	4,095,185	72,352	4,086,677	77,112	3,368,108	65,640
New Zealand.....	1,394,410	29,512	1,205,344	24,276	2,332,467	49,266
Other British America.....	1,319,012	25,942	742,730	15,232	1,028,079	32,844
Peru.....	4,203,290	88,535	4,841,181	98,532	5,062,326	105,862
Portugal.....	837,528	16,898	628,072	12,376	2,412,194	46,596
Russia.....	1,333,563	26,180	1,920,207	39,318	1,473,775	30,940
Spain.....	12,566,747	245,378	8,960,776	171,122	15,943,467	304,164
United States.....	125,426,969	2,250,766	77,907,784	1,460,868	118,329,921	2,136,823
All other countries.....	2,664,920	83,550	2,348,700	45,696	3,107,004	66,408
Total.....	241,466,750	4,463,927	188,447,224	3,659,064	294,001,266	5,703,908
Potassium phosphate:						
Total.....	165,345	14,518	27,558	3,570	26,896	3,094

FOREIGN TARIFFS.

AUSTRALIA.

[New South Wales Government Gazette, May 3.]

New Standards for Drugs.

Regulation 78, under the Pure-Food Act, 1908, published in the Government Gazette of November 24, 1915, is repealed and new standards for drugs are substituted as Regulation 78. This ruling is made to bring the standards into harmony with the latest amendments of the British Pharmacopœia. In the case of a short list of drugs withdrawn from the British Pharmacopœia, the standards of 1914 will obtain.

[This regulation is on file in the Bureau of Foreign and Domestic Commerce, and specific information may be obtained upon request.]

BRITISH INDIA.

Authorized Explosives.

The Gazette of India for February 2, 1918, contains a list of explosives at present authorized for importation into British India with the classifications and regulations concerning admission. This issue of the Gazette is on file in the Bureau of Foreign and Domestic Commerce, and specific information will be furnished to inquirers.

ITALY.

[Gazzetta Ufficiale, June 12, 1918.]

Continued Exemption of Grain, Flour, and Cereals.

By royal decree of May 23, 1918, the period of temporary exemption from import duty for grain, flour, and cereals has been extended to December 31, 1918. This suspension of duties has continued since February, 1915, being renewed every six months. [See COMMERCE REPORTS for Aug. 27, 1915, Jan. 8, 1916, and June 6, 1916.]

Free Admission of Rice.

The Consul General at Genoa reports the promulgation of a decree of June 30 by which rice is added to the list of products entitled to free admission under the above concession. This decree was published in the Gazzetta Ufficiale of July 19.

[Consul General David J. Wilber, Genoa, June 17.]

Embargo on Alabaster.

A decree of May 23 forbids the exportation of alabaster in the rough, in slabs, or otherwise worked, effective from June 13. COMMERCE REPORTS for July 9, 1918, gave notice of a similar embargo on precious stones and on marble in the rough, in slabs, or otherwise worked.

URUGUAY.

Embargo on Petroleum and Naphtha.

The authorization recently conferred upon the executive power in Uruguay to control the exportation of certain articles of necessity, enumerated in COMMERCE REPORTS for July 20, has been applied in the case of petroleum and naphtha. According to a decree of July 6, 1918, it is prohibited to export these oils, but the prohibition does not apply to the supplies taken for the use of vessels entering the ports of the country.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machines.....	27466	Machinery.....	27458, 27460, 27465
Baling.....	27464	Phonographs and accessories.....	27461
Boots and shoes.....	27457	Printing machinery.....	27460
Cigar and cigarette holders.....	27456	Smokers' articles.....	27459
Cotton and woolen cloth.....	27463	Toilet requisites.....	27459
Electrical plant.....	27462	Walking sticks and canes.....	27459

27456.*—A firm in Argentina desires to purchase cigarette and cigar holders made of imitation amber. Correspondence may be in English. References.

27457.*—An agency, on a commission basis, is desired by a man in France for the sale of boots and shoes. Correspondence should be in French. Reference.

27458.*—A dairy association in New Zealand is in the market for a plant for the manufacture of dried milk, either skim or whole milk powder; and a plant for the manufacture of casein. Full information, including possible markets for the sale of products of above-mentioned plants, should be submitted. Quotations may be made f. o. b. steamer, United States port. References.

27459.*—A firm in Canada desires to secure an agency for the sale of smokers' articles, pipes, walking sticks, canes, toilet requisites, etc. They wish to communicate with manufacturers only. Reference.

27460.*—An agency is desired by a man in France for the sale of printing machinery and supplies and machinery for making paper boxes. Correspondence should be in French. Reference.

27461.*—A firm in New Zealand is in the market for gramophones, phonographs, accessories and records, motors, tone arms, sound boxes, needles, and sapphire and diamond points. Quotations may be made f. o. b. steamer, American port. Payment will be made by cash against documents. References.

27462.*—A man in Senegal desires to purchase small electric light and power plant. Catalogues and price list should be submitted. Quotations may be made f. o. b. New York City. Cash will be paid. Correspondence should be in French.

27463.*—An agency, on a commission basis, is desired by a man in France for the sale of cotton and woolen cloth. Correspondence should be in French. Reference.

27464.*—A firm in Jamaica is in the market for blue for laundry purposes and demijohns. Quotations may be made f. o. b. Cash will be paid. Correspondence may be in English.

27465.*—A man in Argentina desires to purchase rope making machinery. Correspondence may be in English. Reference.

27466.*—A business man in France would like to secure an agency for the sale of agricultural machines. Correspondence should be in French. References.

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No. 217 Washington, D. C., Monday, September 16 1918

CONTENTS.

	Page.		Page.
British trading restrictions in chlorine and compounds.....	1009	No exports of rubber from Para during June.....	1012
Sale of transit goods in Sweden.....	1009	The facts about the Bureau's investigators.....	1013
Exports of conserved commodities from United States insular possessions and Panama Canal Zone.....	1010	Stam's rice crop prospects.....	1015
Fixing the price of macaroni pastes in Italy.....	1010	Preliminary statistics on Alberta's wool clip.....	1016
Crop conditions in the Netherlands.....	1011	Film supplies in New Zealand.....	1017
American export trade by countries.....	1011	Shortage of caustic-soda supplies in New Zealand.....	1017
Preliminary forecast of India's 1918 jute crop.....	1011	Franco-Spanish trade agreement.....	1018
The War Trade Board and shipping facilities.....	1012	Railways and tramways of Burma.....	1022
		Italy requisitions 1918 corn crop.....	1023
		Foreign trade opportunities.....	1024

BRITISH TRADING RESTRICTIONS IN CHLORINE AND COMPOUNDS.

[Cablegram from Consul General Robert P. Skinner, London.]

The Ministry of Munitions notifies that from September 16 no person shall produce or manufacture chlorine or chlorine compounds in quantities exceeding one-tenth per month under license, nor shall more than 10 be employed by manufacturer for purposes of other manufacturers, trades, and business except under license. From September 16 no persons shall sell or offer for sale or purchase any liquid chlorine or bleaching powder exceeding following maximum prices: Liquid chlorine 6d. per pound, bleaching powder £15 per ton. However, maximum prices do not apply to goods for export from United Kingdom or sales of less than 56 pounds weight.

SALE OF TRANSIT GOODS IN SWEDEN.

Arrangements have been made with the approval of the American and associated Governments to permit the sale in Sweden of so-called transit goods, originally destined for shipment to Russia but arrested in Sweden and still held there, upon which the Swedish Government laid an embargo.

American owners of such transit goods are advised by the War Trade Board, in a new ruling (W. T. B. R. 230), that these consignments may now be sold through the Swedish organization, Aktiebolaget Transito, Stockholm, which will act as agents for the owner, to Swedish firms approved by the Inter-Allied Trade Committee at Stockholm and under guaranties satisfactory to this committee. Owners of detained transit goods who wish to dispose of them should at once communicate full particulars to the Aktiebolaget Transito. They are advised that the proceeds of the sale of such American-owned goods are to be placed to the credit of the Federal Reserve Bank of New York in a Swedish financial institution, which will be designated to the sellers by the Inter-Allied Trade

Committee at Stockholm. The dollar equivalent at par of exchange will be paid by the Federal Reserve Bank of New York to the parties in the United States designated by the parties making the deposit in Sweden. The fact of conversion at par of exchange should therefore be borne in mind by the American owners in fixing prices for their goods.

It will be unnecessary to obtain specific permission to sell individual consignments, but inquiries on doubtful points may be addressed to the War Trade Board.

It is possible that arrangements may ultimately be made for the return to Sweden of transit goods in Finland, and owners of such goods who desire to avail themselves of facilities which may eventually be obtained for this purpose should communicate their wishes to Aktiebolaget Transito. Meanwhile, however, permission can not be given for the sale of such goods in Sweden except with the assent of the Inter-Allied Trade Committee at Stockholm.

EXPORTS OF CONSERVED COMMODITIES FROM UNITED STATES INSULAR POSSESSIONS AND PANAMA CANAL ZONE.

The War Trade Board announces in a new ruling (W. T. B. R. 217) the following regulations with respect to the exportation from the insular possessions of the United States and the Panama Canal Zone of conserved commodities originating in the continental United States:

1. No export license shall be granted for the exportation from an insular possession of the United States or the Panama Canal Zone of any conserved commodity (commodities included in the Export Conservation List) which has originated in the continental United States, unless an application has been made and the license for such exportation has been obtained prior to the shipment of the said commodity from the continental territory of the United States.

2. When application is made for a license to export a conserved commodity from any insular possession of the United States or the Panama Canal Zone, the application must be accompanied by satisfactory evidence showing whether the commodity to be exported originated in the continental United States. If the commodity originated in the continental United States the date on which it was shipped to the insular possessions or the Panama Canal Zone should be shown in the evidence which accompanies the applications.

3. The foregoing regulations shall not apply to the exportation of small quantities of conserved commodities, such as it has been customary to ship, in carrying on the normal local commerce between any of the insular possessions of the United States or the Panama Canal Zone and near-by foreign countries.

Fixing the Price of Macaroni Pastes in Italy.

A decree published in the Gazzetta Ufficiale of July 22 provided that the prefects shall fix the prices of macaroni pastes, keeping in view that the maximum wholesale price is fixed at 90 lire per quintal, and the retail price can not in any case exceed 1.05 lire per kilo. The metric quintal equals 220 pounds, and the normal value of the lira is \$0.193.

CROP CONDITIONS IN THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, Aug. 26.]

Official crop reports show the following conditions expressed in figures on August 18, in comparison with a similar time in July and June. The figures do not indicate a satisfactory year, as 100 means excellent, 90 very good, 70 good, 60 rather good, 50 medium, 40 rather bad, 30 bad, and 10 a failure; 67 is an average crop:

Crop.	June.	July.	August.	Crop.	June.	July.	August.
Wheat.....	69.8	71.7	71.2	Brown beans.....	59.3	52.4	66.7
Rye.....	70.1	71.0	71.5	Potatoes.....	68.6	60.0	63.2
Winter barley.....	67.8	69.2	69.0	Sugar beets.....	66.0	65.8	68.2
Summer barley.....	63.7	62.8	61.8	Chicory.....	73.7	71.4	79.2
Oats.....	53.5	58.8	63.2	Onions.....	64.3	60.0	66.2
Caraway seed.....	70.0	68.2	61.5	Clover.....	65.0	57.5	64.9
Flax.....	55.3	53.3	57.5	Pastures.....	57.4	46.7	66.0
Horse beans.....	62.4	69.5	68.6	Hay lands.....	60.4	58.1	.....
Peas.....	64.7	69.7	66.4				

The foregoing figures indicate that grain has remained practically stationary during the summer, excepting oats, which have slightly improved. Caraway seed has retrograded.

Flax, chicory, sugar beets, onions, and brown beans have improved, while other vegetables have been unstable. Plenteous rains in August have materially advanced the condition of grass lands.

AMERICAN EXPORT TRADE BY COUNTRIES.

Part 2 of Trade of the United States with the World is now ready for delivery. It makes easy the study of American export trade by countries during the fiscal years 1917 and 1916. For instance, under Brazil are found, simply presented, the quantity and value of each of the important lines of goods shipped to that country by the United States in 1917 and 1916. The import trade was treated in a similar manner in Part 1, as previously announced. The two bulletins make a very convenient source of information for any business library.

Copies of Trade of the United States with the World, 1916-17, Part 2—Exports, Miscellaneous Series No. 63, can be obtained at 20 cents each from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce.

PRELIMINARY FORECAST OF INDIA'S 1918 JUTE CROP.

[Consul General James A. Smith, Calcutta, July 11.]

The official preliminary forecast of the 1918 jute crop in Bengal, Bihar and Orissa, and Assam places the area under jute in the three Provinces at 2,491,703 acres, 244,296 acres, or about 9 per cent, less than the area shown by last year's final figures. This acreage is distributed: Bengal (including Cooch Behar), 2,250,836; Bihar and Orissa, 150,567; Assam, 90,300—these totals representing respective decreases of 161,591 acres, 72,705 acres, and 10,000 acres as compared with the final figures of 1917.

THE WAR TRADE BOARD AND SHIPPING FACILITIES.

In response to the question from the Shipping Board, "What do ships mean to you?" the following reply was received from Chairman Vance McCormick, of the War Trade Board:

The increase in our shipping facilities through construction of a large number of American vessels means for the War Trade Board an opportunity to realize its program and policies along broader and more positive lines than has heretofore been possible. The functions with which this board has been entrusted by the President comprise, generally speaking, the wartime regulation of our foreign trade, and the dependence of trade upon shipping is a truism almost too obvious for statement here.

Regulation of our foreign trade, be it noted, and not restriction, is the essential mission of the board. Unfortunately, however, the world shortage of tonnage and the demand for ships, ships, and more ships to transport and maintain our rapidly growing armies in Europe and to supply our cobelligerents have forced the board to work to a considerable extent along lines of restriction, particularly of imports, deferring the almost equally important function of encouraging and developing our foreign trade under war conditions.

Construction of American ships in large quantities means to us the opportunity to license freely the importation of all required raw materials of foreign origin, where we are now compelled to pick and choose amongst most more and less essential supplies, and to adjust by painful study and calculation the relative amounts of indispensables which we can and must import.

It means the possibility of free export of American commodities which can be spared under our war program to over-sea destinations, to help pay for our great war imports or raw materials and to redress the adverse balance of trade running so strongly against us in many foreign countries. Payment for war imports by commodity exports, rather than by our precious and limited stocks of gold, is a war measure of prime importance, and it should not be forgotten that exports even of articles to us of nonessential or luxury character, which help us to pay for essential imports, may from a war standpoint be regarded as essential. Adverse balances of trade mean the payment of higher prices for foreign purchases, each penny taken from the exchange value of our dollar in the marts of a foreign land meaning an extra cent added to the price charged us, and adverse balances may in this war be redressed only by shipment of wares. Our enterprising merchants and manufacturers, too, laboring under so many war burdens, are entitled to the openings for export which more ships will give them.

Shipbuilding means to us, inter alia, an easier and more grateful task in our negotiations with the neutrals. Not only will our exchange problems, noted above, be lightened when we are no longer compelled to pay such exalted prices for the carriage of freights in neutral steamers, but can transport them more and more in our own vessels, but our offers of supplies to the neutrals can be more liberal, our calls upon their tonnage less pressing, and our relations with them more facile when our great shipbuilding program comes into full fruition.

So, too, we shall be able to fulfill in far more liberal measure our obligations toward our allies and friendly neighbors in Latin America, who are dependent on the United States for so many of the commodities required for their well-being or comfort and for whose products the natural market is in such large measure offered by this country. Lack of ships has during the war hampered our trade relations with these neighbor nations of the American Continent more than we like to contemplate. Adequate American tonnage means an opportunity for full development of the great trade possibilities between the peoples of this hemisphere opened up in consequence of the war and of that friendship and understanding which commercial intercourse does so much to promote.

NO EXPORTS OF RUBBER FROM PARA DURING JUNE.

[Consul George H. Pickrell, Para, Brazil.]

There were no shipments of crude rubber to Europe or to the United States during the month of June, 1918. During the same month last year there were the following shipments: To Europe, 933,923 pounds; to the United States, 3,431,056 pounds.

THE FACTS ABOUT THE BUREAU'S INVESTIGATORS.

There seems to be some misunderstanding in certain quarters as to the caliber of the men selected to make foreign-trade investigations for the Bureau of Foreign and Domestic Commerce and also as to the methods of selecting men for this very important work. Such misunderstanding is most unfortunate in view of the fact that these investigators must have the absolute confidence of the business community which they serve. An instance of such misunderstanding came to light recently in a questionnaire circulated among business men by one of the most efficient and energetic commercial organizations of the far West. It was thought proper to address to this organization a letter explaining how the Bureau's agents are selected, and for the benefit of the business public in general that letter is reproduced here substantially as written, as follows:

Gentlemen: I have a copy of your questionnaire setting forth 30 questions on after-war trade which you present as subjects to be talked over and to be thought about by business men. The idea is a good one and it is unquestionably an important thing that American business men should be clarifying their thoughts with reference to the very important questions which bear on our trade in the future.

There are several points, however, that I wish to raise in connection with the question that reads as follows:

Do you not think our Government should send competent trade representatives to the various foreign countries to make reports; that the compensation for such representatives should be sufficient to secure practical men and give them ample help? While it may be true many of the reports now being made are of little value, could not competent agents gather and send in much information of value as to what other countries were doing, samples of articles supplied by such countries, with prices, etc.?

The wording of this question is in the typical leading question form and tends to give rise to the inference that our Government is not to-day sending competent trade representatives to the various foreign countries to make reports. It gives rise to the further inference that to-day the Government is not securing practical men. It gives rise to the inference that to-day many of the reports being made are of little value and that reports are not being made containing information of value as to what other countries are doing; that samples of articles supplied by such countries, with prices, etc., are not now being sent in.

Only Competent Representatives are Selected.

The Bureau of Foreign and Domestic Commerce of the Department of Commerce is sending and has for years been sending thoroughly competent trade representatives to various foreign countries to make reports. The system by which the special agents and trade commissioners of the department are picked gives as sure a guaranty of competency as any system could give. The men are not picked for political reasons; they are not picked on any purely academic basis. They are picked purely on the basis of their equipment for the work which they have to do. If a man is picked to report on ports and transportation in a foreign part of the world, he is selected only from candidates who have shown their fitness for that class of work. I think you would hardly care to raise in question the competency of the trade commissioner now conducting such an investi-

gation for the department in the Orient; his reputation was made on the Pacific coast and was established throughout this country and Canada. If the department is picking a man to investigate foreign markets for electrical machinery, or for agricultural machinery, it does not make its choice in a haphazard manner. In the first place it takes the question up with the various engineering and manufacturing concerns interested in such an investigation, and the specialized trade organization whose membership is primarily interested in such investigations is given an opportunity to help pick the candidate in question. To-day the Bureau has four trade commissioners investigating the lumber trade in foreign countries. Those commissioners were picked by the American lumber manufacturers. The written examination questions were drawn up by the leading lumbermen, and the oral examining board which passed on the qualifications of the large number of candidates was made up chiefly of the leading lumbermen of the United States. Similarly the investigators for foreign markets for agricultural machinery were men who had demonstrated their fitness for the work and were recommended by the National Implement and Vehicle Association. I could go right down the line taking our appointees man for man and show that this standard of competency is not merely on paper but is actually in effect.

Better than that, it can be shown that these preliminary tests have almost without exception worked out in actual practice, and that the work of the agents appointed on this basis has been not only practical, but has been acknowledged by concern after concern, and by national associations, as exactly what the trade and the associations in question desire. From not one of these associations has the practical value of the reports or the competency of our agents been called in question. Several of the national associations are actually co-operating with the Bureau in bearing the expense incidental to the field investigations in which they are interested. It is not the exception for the national associations to pass resolutions of appreciation of the work of this agent or that agent in the specialized fields in which they are interested. If you want to get information as to what other countries are doing, I refer you with great confidence to the reports of these very agents. The information in these reports has satisfied the men in the trade, and I imagine that is as severe a test as could be desired.

Sample Work a Feature of Foreign Investigations.

You also suggest the advisability of having samples of articles supplied by foreign countries, with indication of prices, etc. This sample work is one of the outstanding features of the foreign investigations of the agents of the Bureau of Foreign and Domestic Commerce. Many of these samples are sent around the country for exhibition in the district offices of the Bureau or in chambers of commerce where the Bureau has no district or cooperative offices. Agents returning, bring numerous samples with them which they display in making their trips through the manufacturing and trading centers in this country. In connection with our New York office we have a well-equipped, well-arranged, rapidly growing exhibition of competitive products which have been purchased by our representatives

over the counter in foreign countries, and are well tagged not only as to prices, but as to all the other pertinent facts which an American manufacturer interested in them should know.

The Bureau Welcomes Suggestions.

It is not very often that the Bureau is called on to be on the defensive with reference to its work. It is very seldom indeed that any reflections on the work are cast by a chamber of commerce. We do not adopt an attitude of believing that we are perfect or beyond criticism or resentment at any sort of fair and helpful criticism. On the contrary, we welcome it. It is by the suggestions of the commercial organization and the business man using our reports and benefiting from the work of our agents that we are able to make that work progressively better. If you have any specific grievances against the Bureau or any specific criticism of the work of any of its trade representatives, we invite you to bring them to our attention. We will not simply tell you that "the matter will receive careful consideration"; we shall be very glad to go into it and if there is anything wrong, see that it is remedied as soon as possible.

We do regard it as unfortunate that in a formal printed questionnaire such as yours of August 28, which is sent out to make manufacturers and merchants think clearly on the problems of foreign trade, a slant should be given to the effect that the Government is not sending out competent trade representatives, is not getting out reports of value, is not telling what foreign countries have done, is not getting samples. These are the very things that the Government is doing, and according to the brunt of the testimony, is doing very well. Some of the readers of your bulletin will know this, but others will be unaware of it, and there is a possibility that the questions will lead to wrong ideas as to matters of fact rather than to clear thinking.

Very truly yours,

B. S. CUTLER,
Chief of Bureau.

SIAM'S RICE CROP PROSPECTS.

[Vice Consul Carl C. Hansen, Bangkok.]

The official paddy crop report for the first half of June for the 1918-19 season shows that in 14 subdistricts of the six leading Provinces of Siam 485,200 rai (194,080 acres) had been planted up to that time, but that in this area only 188,700 rai (75,480 acres) were reported as in good or in fair condition, while 296,500 rai (118,600 acres) were not doing well, and 24,750 rai (9,900 acres) had been damaged. For the same period of last year 651,460 rai (260,584 acres) had been planted in 19 districts, and with the exception of only 19,760 rai (7,904 acres) the paddy plants were in good condition.

The prices for paddy at the Bangkok rice mills ranged from 93 ticals (\$34) to 159 ticals (\$59) per rice miller's kwien (2,133 pounds), according to the quality of the paddy.

Some apprehension is felt for the outcome of this season rice crop, owing to the late and in some districts very scanty rainfall, resulting in some districts in the death of the rice seedlings and in great delay in the plantings in other places.

PRELIMINARY STATISTICS ON ALBERTA'S WOOL CLIP.

[Consul Harold D. Clum, Calgary, Alberta, Canada, Sept. 1.]

A conservative official estimate of the 1918 wool clip of Alberta places the total quantity of wool produced in this Province at approximately 2,415,300 pounds net weight.

The wool growers' associations of the Province have not held auction sales as in previous years, but are consigning their wool to the Canadian Cooperative Wool Growers (Ltd.), of Toronto, a new corporation organized this year by the various associations and having as its head Mr. T. R. Arkell, formerly superintendent of the sheep branch of the Dominion Department of Agriculture. Some independent growers are selling their wool directly to representatives of dealers in the United States.

Wool Handled by Associations.

The following is a conservative estimate of the quantities of wool handled by the associations in this Province in 1918:

Association:	Pounds, net.
Southern Alberta Wool Growers' Association, Lethbridge.....	1,000,000
Alberta Sheep Breeders' Association, Calgary.....	320,000
Provincial Sheep Breeders' Association, Edmonton.....	107,000
Lacombe Wool Growers' Association, Lacombe.....	67,000
Walsh-Irving Wool Growers' Association, Walsh.....	56,200
Vermilion Wool Growers' Association, Vermilion, and Pincher Creek Wool Growers' Association, Pincher Creek.....	125,000
Total handled by associations.....	2,315,200
Independent (estimated).....	100,000
Total.....	2,415,200

The Alberta Sheep Breeders' Association (Calgary) has already shipped 303,000 pounds of wool to the Canadian Cooperative Wool Growers (Ltd.), at Toronto, representing the wool of 475 members of the association, compared with 155,000 pounds sold last year for 228 members. The total quantity handled by the associations last year was 1,131,690 pounds, and the total clip in 1917 is officially estimated at 1,250,000 pounds, so that there is seen to be a gain this year of well over 1,000,000 pounds. Wool production in this part of Canada will doubtless continue to grow at even a faster rate from now on. All animals fit for breeding purposes are being retained by the stock raisers, and the offerings at the different stockyards in the Province during the past year have not been sufficient to establish a market.

Sheep Moved to Northern Part of Province—Wool Sale Prices.

Owing to the dry weather and scarcity of grass in the southern part of Alberta this summer, large numbers of sheep have been shipped north. It is expected that these sheep will remain in the northern part of the Province, thus permanently increasing wool production there, and so room will be left for the southern flocks to increase.

In early sales made this year to Canadian manufacturers who were in need of spot wool, prices for eastern Canada wool and possibly 500,000 pounds of western wool averaged about 73 cents per pound.

Shipments aggregating 12,000,000 pounds have since been received from Australia, and 16,000,000 pounds are expected in the near future. The price fixed for Australian wool by the British Government averages about 40 cents per pound in the grease; so that Canadian growers must now look to the United States market and will doubtless obtain the seaboard price, minus the freight and plus the exchange. Western Canada wools are principally combing wools and can not be used to the best advantage by Canadian manufacturers.

The foregoing estimates of the 1918 wool clip and the quantities handled this year by the various associations were furnished by Mr. T. C. Clark, representative of the live-stock branch of the Department of Agriculture at Ottawa. The figures regarding the wool shipped this year by the Alberta Sheep Breeders' Association (Calgary) were supplied by Mr. E. L. Richardson, secretary of the association.

FILM SUPPLIES IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 10.]

The film censor for the New Zealand Government has announced that there has been a great falling off of late in the importation of picture films.

The July importations amounted to only 255,960 feet as compared with 446,370 feet for the corresponding month of last year, and 746,760 feet for the maximum month since the censorship was established some two years ago.

During the first 12 days of August there were but 89,000 feet of film put in the hands of the censor and but little prospect for an increase during the next few months, since it is understood that there is a good supply of films in stock.

It is understood that the large picture supply houses in New Zealand have laid in a large stock of up-to-date films fearing that the war might interfere with the production, so that now it is stated there are sufficient supplies of the standard films to last for two years, and it is supposed that only the newest and more attractive films will be imported during the next year at least.

SHORTAGE OF CAUSTIC-SODA SUPPLIES IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 12.]

There is a marked shortage of caustic soda in New Zealand, which is seriously interfering with the soap-manufacturing industry here. Prices have risen to what would seem to be unreasonable figures, since soda has actually been sold here at \$487 per ton, as compared with \$58 per ton just previous to the outbreak of hostilities.

Caustic soda is not as yet produced in New Zealand to any extent, but a plant under construction near Christchurch is expected to be put in operation soon. It will extract salt from sea water.

The English supply of caustic soda is understood to be entirely shut off, and New Zealand consumers are relying entirely upon the supply from the United States. This is moving forward very slowly, and the situation is really becoming acute.

FRANCO-SPANISH TRADE AGREEMENT.

[Commercial Attaché Pierce C. Williams, Paris, France, Aug. 21.]

The war has brought into operation a new type of international agreement. It is an agreement for a more or less limited period—usually not more than a year—for the mutual exchange of products. It is the result of war conditions, whereby belligerent nations have largely ceased to export goods other than war materials for their allies, and have become chiefly concerned in importing food and raw materials. To obtain these indispensable articles, as well as credits in the exporting country to pay for them, the belligerent country bargains not only with such few commodities as it can spare to export but likewise with its power to exclude the products of its neighbors from its own markets. This new form of international agreement, therefore, owes its existence to the prevailing system of licensing exports and imports which the war has created.

As agreements of this nature will outlast the war and may become a permanent factor in international commercial policies of the future, it may be useful to describe in detail a typical commercial agreement between the Governments of France and Spain, signed on March 6 and to remain in effect until the end of 1918.

The position of the two bargaining countries was about as follows: France needs in its conduct of the war certain Spanish products, chiefly metals, minerals, and wool. France also needs loans out of which to pay for these articles, her own export products, which ordinarily would pay for her imports, being consumed in the production of war goods.

To obtain these concessions from Spain, France offers certain quantities of things which she herself needs but which she is willing to do without in order to obtain from Spain the articles above mentioned which she needs more and can not find elsewhere. In addition, France agrees to permit Spanish products, the exportation of which is essential to the economic prosperity of Spain but which are entirely unnecessary to that of France, to find a market in the latter country. From a strictly economic point of view, France does not need, under existing conditions, to import from Spain such things as wine, liquors, cork, and fruits.

Provisions of the Agreement.

Taking up the Franco-Spanish agreement in its details, we find this process of mutual concessions clearly exemplified.

First of all, as to the articles which France needs and in return for which she is willing to grant concessions.

The Spanish Government agrees to permit the exportation to France, without any restrictions as to quantity, of pyrites, lead, zinc, copper, ores of all kinds, and manufactured wool, all of which articles are indispensable to France in the conduct of the war.

In addition, the Spanish Government agrees to permit the exportation to France of certain articles as long as they are not needed by Spain herself. In any case, it is stipulated that France shall receive during the life of the agreement as much of these articles as Spain exports to any other nation. They are as follows: Fabrics; yarn and miscellaneous articles made of hemp, cotton, or jute; shoes of all

kinds; articles made of iron, steel, and other metals; railway cars and rolling stock; chemical products; rice, onions, potatoes, olive oil; figs, raisins, and canned goods.

In return for the agreement by Spain to facilitate the exportation of the foregoing articles, France agrees to permit the exportation to Spain of the following commodities which the latter country needs and which she can not obtain with equal facility elsewhere: Copra in unlimited quantity, to be transported from Madagascar by the Spanish Government. Phosphates from Algeria or Tunis, to be transported by the Spanish Government, minimum quantity 200,000 tons, of which 25,000 tons shall be loaded at the port of Tunis and 125,000 tons at the port of Sphax. The date of loading is to be fixed after agreement with the French Ministry of Agriculture. In case Spain needs more than this quantity of phosphates, the French Government agrees to do all in its power to increase the allowance. Pitch tar and charcoal, 2,000 tons minimum. Wool waste, 2,000 tons minimum. Tools and machinery, 3,000 tons maximum, to be distributed among such classes of tools and machinery as may be available for export from France, including second-hand machinery. Electrical machinery and material to be exported from France at the rate of 200 tons monthly, commencing with April, 1918, and increasing from month to month until August, during which at least 500 tons shall be exported from France to Spain, the total to be not less than 3,500 tons. Scrap iron of inferior quality, and to comprise principally scrap materials returned from the front. The minimum quantity exported from France shall be 1,000 tons. All the foregoing articles represent those things which are among the most urgently needed by Spain as far as France can supply them.

In addition, the French Government agrees to permit the exportation of the following articles as long as they are not needed for consumption by France or its Allies, and subject to any existing agreements to which the French Government may be a party: Chemical and pharmaceutical products, repair parts for miscellaneous machinery, repair parts for locomotives and rolling stock, silk and silk floss and vegetable fibers.

For obvious reasons, the French Government does not guarantee the exportation to Spain of any fixed quantity of the above-mentioned articles, but only agrees not to prevent their exportation to Spain so long as they are not needed by the Allies for the conduct of the war. This concession, like the corresponding one by the Spanish Government, is of minor value because of its contingent character.

France Provides Market for Certain Quantities of Spanish Articles.

But a really valuable concession on the part of the French Government is its agreement to provide a market in France for certain quantities of Spanish articles which France could well do without, and which from a purely economic point of view it would prefer to exclude as long as the war lasts. These articles are: (1) Wines, including sherry and liqueurs, will be allowed importation into France at the rate of at least 250,000 hectoliters monthly. The French Government has the privilege of replacing 100,000 hectoliters of imported Spanish wine with a corresponding quantity of Spanish alco-

hol for industrial purposes. France agrees to endeavor to furnish second-hand barrels for the transport of this wine.

(2) Oranges, bananas, and other fresh fruits will be allowed importation into France up to 50 per cent of the average monthly imports from Spain during the years 1913-1917, inclusive.

(3) Cork will be allowed to come into France up to 60 per cent of the average imports during the last 10 months of the years 1913 to 1917, inclusive.

(4) Essences for the manufacture of perfumery. The French Government agrees to license the importation of at least 75 per cent of the average imports of this class of goods from Spain during the last 10 months of the years 1913 to 1917, inclusive.

The quantities stipulated shall cover all goods imported into France whether for the account of the French Government or for private parties.

The French Government agrees not to subject these articles imported from Spain to any less favorable treatment than that accorded to similar products imported from any other country.

However, it reserves the right to suspend the admission of wines or oranges from Spain whenever the total of either of these products shall exceed the maximum reached at any time during the last three years. The purpose of this provision, clearly, is to prevent the Spanish Government from "dumping" the entire allotment of wines or oranges into France at one time.

The agreement sets forth that the enumeration of commodities mentioned therein is not intended to act as a limit, and that the French Government will endeavor to permit the importation into France of all products the exportation of which is of interest to Spain, subject, of course, to the exigencies of the French situation.

Transit Shipments.

Another not unimportant concession which the French Government accords to the Spanish Government is transit across France of the following articles coming from Switzerland to Spain:

A. (1) Electrical machinery and turbines manufactured in Switzerland and destined for Spain, the transit of which across France will be allowed by agreement between France and Switzerland. (2) Beet-root seed and knitting needles coming from Switzerland or Germany. These articles will be allowed transit across France in such quantity as may be strictly necessary for the domestic needs of Spain. In addition the French Government agrees to examine on their merits any cases not coming within the above categories as may be submitted to it by the Spanish Government, the desire being to give full satisfaction to Spain as far as circumstances will permit.

B. Exportation across France from Spain to Switzerland of all articles and products which Switzerland shall purchase in Spain and the exportation of which is authorized by Spain, in such quantities as may have been agreed to between the French and Swiss Governments.

The Spanish Government similarly engages to facilitate the free transport across Spain of any merchandise destined for France or French colonies, or vice versa.

In general, the two governments agree to facilitate as much as possible the transport of merchandise between the two countries.

Each country agrees that any merchandise imported into it from the other shall not be reexported from the importing country, except with the consent of the country of original export.

Financial Provisions.

These latter, however, are only generalities. The vital part of this agreement is that by which France secured from Spain, in return for certain concessions not only badly needed raw materials and food articles, but loans out of which to pay for them.

As stated above, French industry being completely absorbed in the production of war goods, the country has little exportable surplus with which to pay for its imports. To pay for these imports with shipments of gold would contract the credit structure of France itself. Therefore, France demanded that in return for trade favors Spain itself should provide credit to finance the excess of Spanish exports to France over Spanish imports from France.

The articles in the agreement covering this part of the Franco-Spanish bargain read as follows:

ARTICLE XI. In order to facilitate the purchase of Spanish products and manufactured goods, the Spanish Government will authorize a consortium of Spanish bankers and merchants, now in process of formation, to open in favor of a consortium of French bankers, also in process of formation, monthly credits to be drawn on by the latter through drafts. These credits shall not exceed 35,000,000 pesetas per month during the last 10 months of the year 1918; that is to say, a total of 350,000,000 pesetas for the remainder of the year 1918. These credits shall be guaranteed by the deposit with the Bank of Spain of obligations of the French Treasury made out in pesetas payable in Spain, and wherever possible, of Spanish securities.

ARTICLE XII. The credits opened in the name of the French consortium shall be used exclusively to pay for Spanish products, the exportation of which to France is authorized by virtue of the present agreement.

The Spanish Government may, if it deems necessary, impose on any individual or firm carrying on export trade with France the obligation to assist in furnishing the credits which shall be opened in the name of the French consortium.

The measures which the Spanish Government shall take with this end in view must be arranged under such conditions that no industry will be placed in a situation less favorable than its neighbors, and also that no firm shall be placed in a position less advantageous than that of its competitors.

The foregoing two articles represent the main concessions which the French Government wished to obtain by this agreement. It was able to obtain this concession because, in the first place, it is in position to withhold from Spain certain articles of French production which Spain needs, and, secondly, because it (the French Government) could impose hardship on Spanish commerce and industry by excluding the products of the latter country from their normal market in France.

The interest of the United States in this particular agreement is due to the fact that purchases in Spain for the American Expeditionary Forces in France increase French imports from Spain to that extent. For this reason it was specifically stated in the agreement that Articles XI and XII, quoted above, form not only an integral part of the agreement between the French and Spanish Governments, but also of the agreement entered into at about the same time by the Spanish and American Governments. This provision makes the credit of 350,000,000 pesetas opened by Spain available for financing American army purchases in Spain.

In consequence of this fact, it is stipulated in the agreement that if for any cause the credits contemplated by Articles XI and XII can not be made available for the French consortium, the agreements entered into on the part of France and the United States with respect to exports to Spain would automatically be suspended.

Inversely, if for any cause France or the United States should be unable to execute any part of their respective agreements, the Spanish Government would automatically be released from any obligation to place new credits at the disposition of the French consortium.

Guarantees as to Export Duties.

The agreement also contains provisions calculated to prevent any misunderstanding with relation to export taxes imposed by the Spanish Government. In other words, the Spanish Government might, unless the necessary stipulation was made, impose on any or all of the products it agreed to export to France, export taxes that would make the price prohibitive to the importing country.

However, inasmuch as the Spanish Government derives part of its revenue from export taxes, it reserved the right to impose certain export taxes. The contract stipulates that the duties which may be imposed on articles exported to France or the United States shall not exceed the taxes levied on similar articles exported to other countries. Moreover, such export duties shall not affect any of the articles mentioned in the present agreement, or in the agreement between the United States and the Spanish Governments with the exception, however, of the articles mentioned in the following table. These articles may at any time be subjected to export duties, the amount of which must not exceed the figures stated: Rice, 100 pesetas per 100 kilos; olive oil, 30 pesetas per 100 kilos; tanned hides and skins, other than sole and belting leather, 120 pesetas per 100 kilos; sole and belting leather, 60 pesetas per 100 kilos; common soap, 10 pesetas per 100 kilos; tanning extracts, 10 pesetas per 100 kilos; crude tartar, 15 pesetas per 100 kilos.

RAILWAYS AND TRAMWAYS OF BURMA.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

The report on the administration of Burma for the year 1916-17 gives a good review of railway construction and operation in Burma for the official year ended March 31, 1917. According to this report the number of miles of railway in operation remained at 1,599. No additions were made during the year, and no new lines were under construction. All the railways of Burma are owned by the Province and operated by the Burma Railways Co. (Ltd.).

Several projects were under discussion between the Railway Board and the government of Burma. It was decided that the proposed Aungban-Heho extension (18 miles) in the southern Shan States should be proceeded with as soon as possible. The question of the further extension of this branch was postponed on the advice of the Government of India. The survey of the proposed branch line from Kyangin to Petye (8 miles), in the upper Irrawaddy delta (Hanzada district), was completed during the year, and the report and estimate were under consideration. The report and estimates for the proposed line to connect Burma with India were also under consid-

eration during the year, but no conclusion was reached as to whether the coast line from Prome (490 miles) or Minhla (450 miles) to Chittagong in Lower Assam should be adopted in preference to the Hukong Valley route from Mogaung to Makum (284 miles) in Upper Assam.

A new company called the Tenasserim Railway & Trading Syndicate was formed for the establishment of a railway system in certain parts of the Tenasserim coast south of Moulmein. The proposed extension of the Burma railway system from Moulmein to Tavoy and Mergui, which has long been projected, has been stimulated by the recent development of the tungsten and tin mines of that region. The new syndicate's proposal to the Railway Board was under consideration during the year of report.

Increased Traffic and Earnings.

The gross earnings of the Burma Railways Co. (Ltd.) during 1916-17 were \$8,022,587, as against \$7,164,137 in 1915-16 and \$7,587,198 in 1914-15. Working expenses were \$4,174,808, as against \$4,206,278 in 1915-16 and \$4,350,327 in 1914-15. Net earnings were \$3,847,779, as against \$2,957,859 in 1915-16 and \$3,236,871 in 1914-15. Of the gross earnings of the company about 40 per cent was derived from passenger service and nearly 60 per cent from freight.

The number of passengers carried during the year was 29,030,278, as against 27,738,360 in 1915-16 and 27,045,123 in 1914-15. The freight carried during 1916-17 amounted to more than 2,300,000 long tons, of which the principal items were: Paddy and rice, 1,280,000 tons; marble and stone, 200,000 tons; timber, 138,000 tons; beans and peas, 85,000 tons; other vegetables and fruits, 70,000 tons; sugar and molasses, 38,000 tons; and provisions, 14,700 tons.

Operation of Tramways in Burma.

Only two cities of Burma, Rangoon and Mandalay, have electric tramways. The Rangoon tramway is operated by the Rangoon Electric Tramway & Supply Co. It carried 10,860,629 passengers in 1916-17, as against 10,811,406 in 1915-16 and 10,888,229 in 1914-15. The running mileage was computed at 1,435,286, as against 1,446,512 in 1915-16 and 1,460,288 in 1914-15. The total receipts amounted to \$276,727, as against \$279,435 in 1915-16 and \$281,284 in 1914-15.

The Mandalay tramway is operated by the Burma Electric Tramway & Lighting Co. During 1916-17 it carried 2,676,900 passengers, as against 2,559,101 in 1915-16 and 2,579,051 in 1914-15. The total mileage run was 508,960, as against 502,597 in 1915-16 and 488,317 in 1914-15. The receipts were \$69,753, as against \$65,860 in 1915-16 and \$66,509 in 1914-15.

The Mandalay-Madaya light railway was completed in March, 1917, but was not opened for passenger traffic at the close of the year.

ITALY REQUISITIONS 1918 CORN CROP.

[Comau General David F. Wilber, Genoa, Aug. 16.]

All maize of the 1918 harvest, except that needed by the grower (or other person having the right thereto) for (a) sowing his fields; (b) food for his family, for his agricultural laborers, and for those at a fixed salary to whom he must supply food or compensation in kind; and (c) feeding live stock, has been requisitioned by the Italian Government under a ministerial decree dated August 9.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Chemical products.....	27468, 27476	Machinery.....	27470, 27472
Dry goods.....	27469	Metals.....	27472
Hardware.....	27472	Motion-picture films.....	27471
Hosiery and underwear.....	27469, 27474	Motor-car accessories.....	27470
Iron and steel products.....	27472	Pharmaceutical preparations.....	27468
Kitchen utensils.....	27475	Piece goods.....	27469, 27474
Laces and embroidery.....	27469	Raw material for electrical goods....	27473

27467.*—A dairy firm in England desires to purchase milk-drying machinery. References.

27468.*—An agency is desired by a man in France for the sale of chemical products and pharmaceutical preparations. Correspondence should be in French.

27469.*—A company in Ceylon desires to purchase and secure an agency for dry goods, such as cotton and woolen goods, coatings, serges, vicunas, silks, cambrics, chintz, tweeds, worsted fabrics, American drills, laces, embroidery, satins, camboys, sarongs, mercerized fabrics, etc.; hosiery, underwear for men and women, etc. Payment optional, but will be made by confirmed credit port of shipment against ship's bill of lading, if necessary. Correspondence may be in English. Reference.

27470.*—A firm in France desires to purchase and secure an agency for the sale of motor-car accessories. Correspondence should be in French. Reference.

27471.†—A man in Portugal desires to represent American manufacturers and exporters of motion-picture films. Full information should be submitted.

27472.†—A business man in Norway desires to secure an agency, on a commission basis, for the sale of iron and steel products, metals, hardware, and machinery. Credit will be opened in New York for payment against documents. Correspondence may be in English. Reference.

27473.*—An agency with stock is desired by a man in France for the sale of raw materials for electrical supplies, insulating material, etc. Correspondence may be in English. Reference.

27474.*—A man in Australia desires to secure an exclusive agency for the sale of silk, woolen, cotton and mixed piece goods, Manchester piece goods, fabric gloves, and hosiery, especially women's silk and artificial silk hose. Payments will be made by 30 days sight draft to be drawn direct on customers; documents against acceptance. The documents should be made out in the names of the customers and duplicates of same to be forwarded to agent by same mail. Reference.

27475.*—A company in England is in the market for kitchen utensils, such as tinned sauce pans, frying pans, tea kettles, galvanized iron buckets, and similar goods. Quotations should be made f. o. b. New York. Payment will be made by letter of credit in New York. Reference.

27476.*—A man in France desires to purchase chemical products. Correspondence should be in French. Reference.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 807 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

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CONTENTS.

	Page.		Page.
Procedure governing exports to Ice-		Final forecast of India's winter oil-	
land-----	1023	seed crop-----	1032
New fertilizer being used in Italy-----	1025	Offices of the Bureau of Foreign and	
British cotton-census returns-----	1027	Domestic Commerce-----	1033
Japanese investigating Siberian iron		Farm wages in Yorkshire-----	1034
mines-----	1027	Swiss crops at the beginning of	
Argentine market for chairs-----	1028	August-----	1034
Bristol's electrical undertaking has		Wheat crop of Nanking district-----	1035
prosperous year-----	1029	Consumption of cotton in United	
Nanchang-Kiukiang Railway exten-		States-----	1036
sion-----	1030	A wooden bicycle tire-----	1036
Exportation of foodstuffs to British		Highways and the motor-vehicle trade	
and French West African colonies-----	1031	Swedish agricultural-machinery in-	
Cost of standard sausage in Nether-		dustry-----	1039
lands-----	1031	Baking bread with waste heat in Ice-	
German shipping companies and ship-		land-----	1039
building-----	1032	Foreign trade opportunities-----	1040

PROCEDURE GOVERNING EXPORTS TO ICELAND.

The War Board Trade announces, in a new ruling (W. T. B. R. 227), the following regulations governing the procedure with respect to the issuance of licenses for the exportation of commodities to Iceland:

1. The exporter should apply for license to the Bureau of Exports, Washington, D. C., using Application Form X, attaching thereto Supplemental Information Sheet X-103, together with any other supplemental sheets concerning commodities that are required.

2. Exporters in the United States before filing applications for export licenses must obtain from the prospective importer in Iceland advice that there has been issued by the Government of Iceland a certificate authorizing the importation of the proposed consignment. The number of such certificate must be forwarded by the importer in Iceland to the American exporter and specified on Supplemental Information Sheet X-103.

3. Applications for shipments consigned to the Government of Iceland need not bear import certificate numbers.

4. Commodities to be exported to Iceland may only be shipped on vessels flying the Danish flag.

NEW FERTILIZER BEING USED IN ITALY.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Sept. 9.]

In view of the attention now being given everywhere to increased production and of the relation that fertilizers bear to agriculture, it is of more than ordinary interest to note that a new fertilizer called tetrphosphate is being manufactured in Italy, which, according to technical experts, is equally as good if not better than superphos-

phates, which contain the same amount of phosphoric acid, and which costs considerably less to produce.

"Tetra," as it is known in commerce, was invented by Prof. Stoppani, of Bologna, in 1914, and the process was patented and purchased by an Italian company, which has undertaken to exploit the invention both in Italy and abroad. Considerable progress has been made since 1914 in the industry in Italy, notwithstanding the difficulties at present in obtaining the phosphate rock and reactive agents. There are 11 plants in operation, 7 of which are administered by the Italian Agricultural Syndicate. The production amounts to 500,000 quintals a year, a supply which, it is stated, is far from meeting the demands of the Italian farmers. Four new plants are in process of construction.

Another plant is now being worked at Debajeh, near Luxor on the Nile, the production of which is 200,000 quintals a year, and a similar plant is being erected at Kaseir on the Red Sea, where after the war it is hoped to manufacture not less than 2,000,000 quintals a year. The rock found in these districts is very rich, viz, 60 per cent and 70 per cent, respectively.

Method of Manufacture—Advantage Over Superphosphates.

The fertilizer is manufactured very simply as follows: In a specially constructed furnace the natural phosphate-rock powder is roasted for several hours at a temperature varying from 600 to 800 degrees Centigrade, together with a powder, constituting about 6 per cent of the mixture and forming a reactive agent and composed of equal parts of calcium, sodium, and magnesium carbonate, with a small proportion of sodium sulphate. After leaving the furnace the product is hydrated by cold phosphoric acid and for practical use is mixed with sand or dry earth until the necessary strength is obtained.

From experiments undertaken by a special commission appointed by the Italian Minister of Agriculture the use of this new fertilizer on wheat, rice, potatoes, oats, beans, and clover, has given favorable returns, and its fertilizing quality has been pronounced equal and sometimes superior to "super," over which it is claimed to have the following principal advantages:

1. Freedom from causticity, acidity, and deterioration.
2. Simple and less costly manufacture. (The writer has been informed that the cost of a plant to manufacture, for example, 100,000 quintals of "super" by the acid process, with lead at the present price of 1 franc per kilo would be approximately 1,000,000 francs, as compared with 150,000 francs for a "tetra" installation of the same power and output.
3. Its allowance of the utilization of low-percentage natural phosphate. The manager of the Italian company considers a mineral containing 30 per cent of "anidrica fosforica" a low-percentage mineral, and this would yield, it is stated, 14 to 16 units of phosphoric acid.

The French Government has recently sent to Italy the superintendent of the agricultural school at Rennes to make investigations and carry on experiments in Italy with this fertilizer, and he has reported favorably on his findings.

BRITISH COTTON-CENSUS RETURNS.

[Extract from Manchester Guardian for Aug. 20, transmitted by Consul Ross E. Holaday.]

A statement of the stocks of cotton on the 27th ultimo, issued yesterday by the Cotton Control Board, shows that, including 50,000 bales at sea, the stock of American cotton, 384,000 bales, will last about 10 weeks at the present weekly rate of consumption, or 9 weeks if the cotton not landed is excluded. In April last, when the weekly consumption was 8,000 bales more, there were approximately 500,000 bales of American cotton in this country. On October 27 last the number of bales "in process" and held by dealers was 370,587, with a weekly consumption of 54,645. At this time there were reported to be at sea not less than 203,000 bales of American cotton. The position in regard to the American stocks of cotton to-day, as compared with that shown by the census of April last, is not very satisfactory. The difference between the figures is not great, but the recent extension of the working hours and the larger percentage of spindles allowed to be run accentuate the difference because of the increased consumption.

The Egyptian cotton stocks are distinctly better than the American. The total available supply of Egyptian is given as 205,116, and 5,000 bales are stated to be at sea, while the weekly consumption is given as 10,500 bales. Spinners hold 162,169 bales, and of this number have 121,915 bales at the mills. In April of this year the spinners' stocks amounted to 116,106 bales of Egyptian, while the sold and unsold bales totaled 32,681. Egyptian and Peruvian combined totaled only 137,000 bales of sold and unsold cotton at the end of October last year, and of this total 32,000 were at sea.

The statistical table issued by the board gives the following as the position on July 27, the weekly consumption at that time being, approximately, American 37,500 bales, East Indian 2,300, Egyptian 10,500, Brazilian 200, Peruvian 1,750, Sea Island and West Indian 150, and sundries 1,100:

Spinners' stocks in mills and in warehouses respectively amounted to: American, 152,880 and 66,586 bales; East Indian, 20,653 and 5,682; Egyptian, 121,915 and 40,254; Brazilian, 3,043 and 508; Peruvian, 13,770 and 5,407; Sea Island and West Indian 2,020 and 892; sundries, 6,563 and 2,758.

Stocks held by dealers at Liverpool, Manchester, and elsewhere, sold and unsold respectively, were: American, 65,265 and 11,175 bales; East Indian, 63,794 and 26,015; Egyptian, 14,514 and 18,466; Brazilian, 795 and 1,596; Peruvian, 9,657 and 32,606; Sea Island and West Indian (unsold), 5; sundries, 2,053 and 4,593.

The amount of cotton on quay at Liverpool, Glasgow, etc., on July 26 was: American, 38,117; East Indian, 1,778; Egyptian, 9,967; Brazilian, 1,159; Peruvian, 5,874; Sea Island and West Indian, nil; sundries, nil.

Cotton at sea (Liverpool Cotton Association's weekly circular), July 26: American, 50,000; East Indian, 4,000; Egyptian, 5,000; Brazilian, nil; Peruvian, 10,000; Sea Island and West Indian, nil; sundries, nil.

The total stocks of landed cotton and cotton at sea on July 27 were: American, 384,023; East Indian, 121,912; Egyptian, 210,116; Brazilian, 7,101; Peruvian, 77,314; Sea Island and West Indian, 2,917; sundries, 15,967.

Japanese Investigating Siberian Iron Mines.

It is reported by the American consul at Vladivostok, Siberia, that a party of four Japanese subjects left on a steamer for the Olginsky district, for the purpose of investigating the iron mines there.

ARGENTINE MARKET FOR CHAIRS.

[Special Agent Harold E. Everley.]

Argentina has been an excellent market for the sale of American and European chairs. Several thousand dozens are imported monthly in normal times. Because of the inability of the domestic furniture shops to manufacture chairs owing to the lack of machinery and knowledge of the business, practically all the demands for chairs must be met by foreign countries.

Since the outbreak of the war, which cut off the source of a large part of the chair supply and restricted shipping space, imported chairs have become scarce, and those to be had have increased in price. This condition encouraged manufacturing of chairs in Argentina. In particular instances the domestic output is fairly well made. However, the prices are high and it will be practically impossible for the product of the home industry to compete with the machine-made, nicely-finished, imported article which, in normal times, will sell for much less than that made in this country. It is certain that the market again will turn to former sources of supply after the war.

Grades and Prices.

Generally speaking, there are two grades of chairs sold in Argentina, namely, the cheap and the medium priced. Some high-grade chairs are imported but they are usually sold with other house furniture.

The Vienna or Austrian bent-wood chairs have been more popular than any others. They are used in the cafés, coffeehouses, restaurants, and in the homes of the laboring class. Prior to 1914 they were purchased for 30 to 35 pesos (\$12 to \$15) laid down in Buenos Aires and were consumed at the rate of approximately 3,000 dozen per month. The Vienna chairs were nicely finished in dark-brown, black, and natural wood colors. They were shipped knocked down, packed three dozen in a box, and paid a duty of \$2.50 to \$3.50, United States currency, per dozen, depending upon the quality. At present chairs of this type are much in demand, as the stocks have run very low. Since the outbreak of the war Spanish manufacturers of bent-wood chairs have entered the market. Their product can not compare with the Austrian make in either price or quality.

A few bent-wood chairs have been imported from Canada, but because of the inferiority of quality they were not purchased in large numbers.

Demand for American Chairs—Baby Chairs.

The American cheap chairs have found a good market in this country. Those known as the Grecian, decorated with designs pressed on, have sold in large numbers. This type of chair has been purchased for \$6.25 f. o. b. New York. At least 4,000 dozens of this quality were imported monthly before the war. They are used in two colors, natural wood and dark oak. Such chairs should be given a good coat of varnish and packed knocked down, one dozen in a box. The duty charged is 6 pesos gold (\$2.52 United States currency) per dozen.

The adjustable high-chair for babies, decorated with the Grecian design and fitted with small metal wheels, has found a ready sale.

The price paid for such chairs before 1914 was \$22 to \$24 gold per dozen. They are liked in both natural and dark oak colors and should be packed knocked down, one-half dozen in a case. The market will consume at least 300 dozen baby high chairs per month.

There is a good market for chairs of medium grade which before the war sold for \$25 gold per dozen f. o. b. New York. The style having a fan-shaped back has been very popular for office use. Those with quartered-oak finish and closely woven cane seats possibly have been most preferred. Approximately 1,000 dozen medium-grade oak chairs can be sold monthly. The duty on this type of chair is 47 per cent of a fixed valuation which is at present 25 pesos gold (\$24.12 United States currency) per dozen.

The above-mentioned quality of chair is very largely sold in suites of seven pieces for use in offices and waiting rooms. The suite consists of four chairs, two armchairs, and one sofa. Possibly 100 suites can be sold monthly in Argentina.

Swivel or Revolving Office Chairs.

The American swivel chair has become very popular and almost every office is equipped with one or several. Both the closely woven cane and solid wood seat are used, but the latter style is preferred. The native shops have tried to make this type of chair but it was discovered that the imported article is cheaper and better. As a result domestic competition will not be important in this line. These chairs were purchased for \$60 (United States currency) and upward before the war. At present, prices are very high and there are very few chairs to be found in the market. Argentina will use 300 dozen swivel chairs per month when conditions are normal. Swivel or revolving office chairs should be packed 12 in a case, knocked down. The metal parts should be shipped in a separate box.

Typewriter chairs have not been so extensively used as the revolving desk chair. It has been the custom in most offices to use some lighter make, such as the Austrian bent-wood or standard American oak chair for stenographers.

Stocks of chairs of all kinds are very low, and when shipping conditions become normal and prices are more stable, the American chair manufacturers may expect large orders for their products from Argentina.

BRISTOL'S ELECTRICAL UNDERTAKING HAS PROSPEROUS YEAR.

[Consul J. S. Armstrong, Jr., Bristol, England, Aug. 29.]

The general manager of the corporation electricity department reports that in spite of the Government restrictions which practically prohibit new connections except where essential to the national interests the result of the year's working has been very satisfactory.

The number of consumers on March 31, 1918, was 5,911, being a net increase of 175 during the year. The total connections to mains were equivalent to 971,768 30-watt lamps, as compared to 907,393 for the corresponding period of last year. Of this total 641,503 represent power heating and cooking, 316,503 private lighting, and 13,941 public street lighting. The number of units sold was 26,839,580, an increase of 3,260,441.

NANCHANG-KIUKIANG RAILWAY EXTENSION.

[Commercial Attaché A. W. Ferris, Peking, China, July 18.]

The extension of the Nanchang-Kiukiang Railway from Nanchang, Kiangsi Province, to Foochow and Santuao in Fukien Province, is understood to be in negotiation between the Chinese Ministry of Communications and a representative of the Taiwan-Chosen-Industrial group of Japanese banks.

This railway, which was built by the Chinese of Kiangsi from 1904 to 1915 with funds borrowed from the Taiwan Bank (10,000,000 yen at 7 per cent), runs 87 miles from Nanchang, Kiangsi, to Kiukiang, on the Yangtze River. It was originally intended to carry it southward from Nanchang to Shuichow, in Kwantung, to connect with the Canton-Hankow Railway, or to Foochow and Santuao, or both, but lack of funds and the generally disturbed condition of China since 1911 have prevented the consummation of these plans.

By the terms of the Japanese loans the railroad was given as security, with the provision that if interest was defaulted three times beginning in 1915 the security should pass to the lenders. The road has not been so prosperous as was expected, owing largely to its incompleteness, and interest has been defaulted three times and will be soon defaulted a fourth. The lenders are in a position, therefore, to demand the delivery of the security but do not seem disposed to do so in view of the appeal of the Kiangsi people to the central Government for the nationalization of the line.

Proposed Loan and Extension to Santuao.

The central Government, it is said, has approached the Japanese bankers for a nationalization loan which the banks are said to have agreed to advance, on condition that they be allowed to finance and supervise the extension of the road to Foochow and Santuao. That the Japanese have chosen this route rather than the extension to the Hankow line is due, apparently, to Japanese interests in Fukien Province, which lies opposite the Japanese island of Formosa, and also to the probability that such a route would begin to pay sooner than the Shuichow extension. In fact, it is believed that the Foochow extension will enable the road not only to carry the cost of the extension but the loan required to nationalize the portion of the road already built. The total amount required for both purposes is said to be in the neighborhood of 60,000,000 yen.

The proposed extension, which was surveyed as long ago as 1905, will run from Nanchang past Chenchiang into Fukien Province, along the Tiu River to Yenping-fu, down the Min River to Foochow, thence northward along the coast to Santuao.

Ports of Foochow and Santuao.

Foochow, the capital of Fukien Province, halfway between Shanghai and Hongkong, is a city of 500,000 inhabitants. It is a center of the South China tea trade and has been of commercial importance since 1842, when it was opened to foreign trade. It is also a great timber center and possesses a large dockyard and arsenal and other important enterprises. It has been declining somewhat as a port in recent years because of the lack of proper communication with the interior, which will be remedied by the construction of the

proposed railway to Nanchang and the Yangtze River. Its harbor is not so good as that of Santuao, 70 miles north. Foochow harbor is well protected, but large ships are obliged to anchor 9 miles below the city.

Santuao was opened to trade in 1899, but on account of the mountainous country behind it, which hampers the carriage to the port of tea and other products, it has not yet acquired great commercial value. The construction of the proposed railway extension will doubtless greatly increase its importance, possibly at the expense of Foochow.

EXPORTATION OF FOODSTUFFS TO BRITISH AND FRENCH WEST AFRICAN COLONIES.

The War Trade Board announces in a new ruling (W. T. B. R. 228), the withdrawal of W. T. B. R. 188, issued August 12, 1918, and the adoption of the following regulations governing the exportation of foodstuffs, fodders, and feeds to the following British and French West African colonies: Gambia, Gold Coast, Nigeria, Sierra Leone, Togoland, Dahomey, Ivory Coast, French Congo, French Guinea, Senegal.

Prospective importers in these colonies will be required to obtain the approval of the governors of their respective colonies for all orders for foodstuffs, fodders, and feeds.

Exporters in the United States making application for the exportation of foodstuffs, fodders, and feeds will be required on and after September 1, 1918, to attach Supplemental Information Sheet X-117 to the regular Application Form X, and state thereon that they hold a bona fide firm order from the consignee named in the application for the quantity of the commodity specified thereon, and that such order has been duly approved by the governor of the colony of destination named in the application subsequent to June 1, 1918.

Attention is called to the fact that the previous announcement, referred to above, stated that the approval of the governor should be dated subsequent to July 1, 1918. Exporters should, therefore, note that this date has been changed to June 1, 1918, and that Supplemental Sheet X-117 has been changed accordingly.

COST OF STANDARD SAUSAGE IN NETHERLANDS.

[Commercial Attaché Paul L. Edwards, The Hague, July 1.]

Standard sausage (eenheidsworst) is being distributed in the Netherlands at 1.10 florins per kilo (\$0.205 per pound.) The cost of producing this sausage is 2.05 florins per kilo. The National Treasury advances nine-tenths of this difference, and the commune where the distribution takes place advances the remaining one-tenth. The distribution of standard sausage commenced on March 11. Between that date and June 8, the Treasury advanced 21,219,929.56 florins as its share of this loss. This sausage is now being distributed at the rate of about 200,000 kilos per week. An average of 26 to 30 kilos of offals is obtained for use in the manufacture of standard sausage from the slaughtering of each head of beef.

GERMAN SHIPPING COMPANIES AND SHIPBUILDING.

[From *Svensk Handelstidning*, Stockholm; transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 20.]

While there has lately been plenty of news and information about the shipping and shipyards of the allied and neutral countries, comparative silence has reigned about German conditions in this regard. Through the visit recently made by members of the German Reichstag in Hamburg and the plans with regard to reconstruction of German shipping which were discussed at that time, attention has once more been called to this formerly dangerous competitor on the high seas. In this connection Vorwärts some time ago had an article relative to the position of German shipping during the war:

The large steamship companies in Hamburg and Bremen, which comprise nearly nine-tenths of Germany's entire shipping trade, have recently been released by the Government from the obligation to publish their balances; but it is evident that these companies, which before the war paid a dividend of 5 to 6 per cent, have been operated during the war at a loss—even apart from the loss of tonnage—or at best have paid dividends up to 3 per cent, which has been due to other branches of business.

In spite of this fact most of the German steamship companies have increased their capital stock, but this has been done with a view to rebuilding their fleets. The price of tonnage has increased to such an extent that the rebuilding of the commercial fleet—especially the transatlantic—in spite of the State subsidies, will cost more than it cost in peace times to build the ships that have been lost.

The war years 1916 and 1917 have been more favorable for the smaller owners in North Sea and Baltic trade, most of which are domiciled from Elensburg to Königsberg. They have done good business in German and Scandinavian coast trade, especially carrying ore. Fifteen to twenty of these owners in 1916 paid a dividend of between 5 and 20 per cent, and in 1917 between 10 and 40 per cent.

In Germany second-hand tonnage also has increased in value, although not nearly so heavily as other places, because of less competition. Boats that before the war cost 200 marks per ton now cost 600 to 700 marks. The shipbuilding industry also has had wonderful years, while before the war it was in quite a tight position. Without competition the German shipyards are now building almost exclusively for the Navy, and orders for construction after the war are accumulating. Shareholders, who before the war had to be satisfied with a 5 per cent dividend at the most, now get 10 to 20 per cent, in spite of the large amounts for depreciation and extensions. Besides the 22 old shipyards, 14 new ones have been built and six or seven more are planned.

FINAL FORECAST OF INDIA'S WINTER OILSEED CROP.

[Consul General James A. Smith, Calcutta.]

The Department of Statistics has issued its final general memorandum on the winter oilseed crop of 1917-18. This forecast, the Department states, is based on reports received from Provinces where rape, mustard, and linseed are grown to any considerable extent. These Provinces contain 98.8 per cent of the total area under rape and mustard and 98.9 per cent of the total linseed area in British India. Of the Native States, estimates are furnished only by Hyderabad and the Native States in the Bombay Presidency (including Baroda).

Owing to the copious monsoon of 1917, conditions at sowing time were favorable; but the absence of winter rains adversely affected the growth of the crops in most of the important oilseed Provinces.

Rape and Mustard Yield Declines.

The total area under rape and mustard is reported to be 6,884,000 acres, which is 6 per cent above the finally revised area of last year.

The total estimated yield is 1,111,000 tons, as against 1,191,000 tons, the revised final figure of last year, or a decrease of 7 per cent. The detailed figures for the Provinces are given below :

Provinces and States.	Area.		Yield.		Yield per acre.	
	1916-17	1917-18	1916-17	1917-18	1916-17	1917-18
	<i>Acres.</i>	<i>Acres.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Pounds.</i>	<i>Pounds.</i>
United Provinces.....	2,653,000	2,965,000	496,000	427,000	419	323
Bengal.....	1,235,666	1,164,666	238,000	211,000	435	410
Punjab.....	1,016,000	1,131,000	154,000	167,000	339	361
Bihar and Orissa.....	792,000	806,000	175,000	186,000	495	546
Assam.....	278,000	273,000	48,000	47,000	387	366
Sind.....	367,000	345,000	46,000	40,000	338	280
Bombay.....	55,000	69,000	14,000	18,000	570	564
North West Frontier Province.....	163,000	131,000	20,000	15,000	275	231
Hyderabad.....	6,000	8,000	(b)	(b)	75	56
Total.....	6,495,000	6,884,800	1,191,000	1,111,000	411	362

a Including Native States.

b 200 tons.

In addition to the areas for which particulars are given above, rape and mustard are raised in certain other tracts in British India, and the average area so grown for the last five years has been some 72,000 acres, with an estimated yield of 12,000 tons.

Linseed Harvest Also Smaller.

The total area under linseed is placed at 3,737,000 acres, which is 5 per cent above the finally revised area of last year. The total estimated yield is 507,000 tons, as against 526,000 tons, the revised final estimate of last year, or a decrease of 4 per cent, made up as follows:

Provinces and States.	Area.		Yield.		Yield per acre.	
	1916-17	1917-18	1916-17	1917-18	1916-17	1917-18
	<i>Acres.</i>	<i>Acres.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Central Provinces and Berar.....	1,176,000	1,260,000	99,000	92,000	189	164
United Provinces.....	1,006,000	1,057,000	266,000	178,000	457	377
Bihar and Orissa.....	704,000	738,000	156,000	170,000	494	517
Bengal.....	157,000	144,000	25,000	22,000	357	342
Bombay.....	169,000	164,000	23,000	21,000	305	298
Punjab.....	32,000	38,000	3,000	5,000	210	265
Hyderabad.....	321,000	341,000	16,000	19,000	112	125
Total.....	3,564,000	3,737,000	526,000	507,000	331	304

a Including Native States.

As with rape and mustard, linseed is grown on certain other tracts in British India besides those shown in the table. The average area so cultivated for the past half decade has been 37,000 acres, with an estimated yield of 5,000 tons.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 564 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 807 Customhouse.
 SEATTLE: 648 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Inralls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FARM WAGES IN YORKSHIRE.

[Vice Consul R. Raymond Haynes, Leeds, England, Aug. 28.]

At a meeting of the Agricultural Wages Board held in London an order was made fixing minimum and overtime rates of wages for male workers employed in agriculture in Yorkshire, as set forth below:

Age of workers.	Minimum rate, per week.	Overtime rate, per hour.	
		Week days.	Sundays.
18 and over.....	\$8.75	\$0.19	\$0.22
17 to 18.....	7.30	.17	.20
16 to 17.....	6.08	.14	.17
15 to 16.....	4.87	.11	.13
14 to 15.....	3.65	.08	.10
Under 14 years.....	2.43	.05	.07

The minimum rates are on the basis of a 6-day working week of 54 hours from the first Monday in March to the last Sunday in October, and of 51 hours for the remaining period of the year. The overtime rate for week days is payable in respect of all employment in any week (excluding Sunday) in excess of 54 in summer and 51 hours in winter. All employment on Sundays is payable as overtime at the rates specified. The above rates of wages will come into force on September 2 of this year.

SWISS CROPS AT THE BEGINNING OF AUGUST.

[Vice Consul Frank Bohr, Zurich, Aug. 17.]

The weather during July was generally warm and interspersed with light rains which were favorable to plant growth. There has as yet been no serious hail or other storm damage, but local drought retarded growth in some districts. The condition of the meadows has improved but little during the month of July, which is probably due to the prolonged drought during the previous month. As compared with last year the estimates on July 1, when 1 is considered very poor, 2 poor, 3 medium, 4 good, and 5 very good are as follows: Native meadows, 4.13 in 1917 and 3.35 in 1918; tame meadows, 4.11 in 1917 and 3.56 in 1918; and Alpine meadows, 4.29 in 1917 and 3.26 in 1918.

In spite of the fact that the grain was down in many places the heads were full and well developed, and the yield of all fall grains, particularly wheat, will be above the average. The spring grains have also improved considerably, and the oats crop is especially promising. On account of the June frosts and the subsequent local droughts, the potato crop will be below normal. The condition of the field vegetables, including the beans, is also no longer as favorable as last year.

Fruit Prospects—Crop Estimates.

The apple crop prospects in the eastern and central part of Switzerland are good, but in the northwestern part only about two-thirds of a crop is expected. On the other hand, the pear prospects are poor in all parts of the country. The plum and prune crops will be good, but the English walnuts are already beginning to fall, probably on account of the recent cool nights. The grape prospects,

in spite of unfavorable local weather conditions during the blossoming period and also local insect damage, are still very good, especially in western Switzerland.

The following table gives the estimated crop prospects for August 1, 1918, as compared with 1917, in percentages of the average crops during the past 10 years:

Crop.	1917	1918	Crop.	1917	1918
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Apples.....	87	81	Straw.....	101	96
Pears.....	106	45	Fall wheat.....	100	102
Apricots.....	92	97	Spring wheat.....	100	98
Plums and prunes.....	89	60	Spelt.....	101	104
Walnuts.....	106	82	Fall rye.....	98	104
Grapes.....	96	100	Spring rye.....	100	100
Potatoes.....	111	83	"Mischel".....	100	103
Runkle beets.....	101	60	Fall barley.....	100	103
Yellow beets.....	96	94	Spring barley.....	100	98
Field vegetables.....	103	64	Oats.....	100	102
Tobacco.....	110	89	Indian corn.....	100	96

WHEAT CROP OF NANKING DISTRICT.

[Vice Consul Samuel Sokobin, Nanking, China, July 29.]

The following report on the wheat crop of northern Anhui was sent to the Nanking consulate by an American missionary particularly interested in agriculture in that region:

This year's wheat harvest of northern Anhui has been the best within the past 10 or 15 years; in fact, it is said to have been surpassed only by the wheat harvest of 25 years ago. This would naturally lead one to conclude that this year's yields per mou would be record breakers.

A survey was made in which answers regarding yields were obtained from 51 farmers in widely separated districts. Their yields were averaged together, with the result of 3.3 do (do=44 pounds) per mou (mou= $\frac{1}{3}$ acre). Figured in yields per acre this is a yield of 14.5 bushels per acre, or just one-half bushel less than the 10-year average yield for United States between the years 1906-1915. Several representative farmers have also estimated the average yield for this district as being about 3 do. No one has ever spoken of the average yield as more than 4 do, while one man owning 700 mou of land estimates the average at $1\frac{1}{2}$ do. He says the average is so low on account of so much poor land.

This is a rather surprising state of affairs in a land where so much intensive farming is supposed to be done. The farming of northern Anhui is more extensive than that south of the Yangtze but is of course intensive as compared with that of America—that is, intensive in the sense that a lot of labor is expended on the growing and harvesting of the crop.

Factors Affecting the Yield—Experiments With American Wheat.

The factors limiting the crop, as compared with other parts of China, are insufficient fertilization and improper drainage and in some sections decidedly poor soil. So much of the land is flooded during the summer that it is impossible to plow early enough in the fall to insure a good stand before winter starts in. Only Government action can remedy this drainage problem. However, even with this yield, approximately 150 tons of wheat (as shown by a survey of the grain "hongs") were sold daily to outside agents for a period of about three weeks after the wheat harvest.

Experiments with American and Chinese varieties of wheat give promise of the American varieties excelling the local varieties. American wheat grew taller, had stiffer and larger straw than the Chinese wheat, and did not lodge as did the native varieties.

The opinion that this year's wheat harvest was surpassed only by the wheat harvest of 25 years ago is confirmed by another American missionary who made an extended tour of northern Anhui.

CONSUMPTION OF COTTON IN UNITED STATES.

A preliminary report issued by the Bureau of the Census, Department of Commerce, gives the quantity of cotton consumed in the United States during August, 1918, as 534,914 bales, against 569,488 bales in August, 1917. The consumption during the year ending July 31, 1918, was 6,591,336 bales, compared with 6,788,505 bales during the previous year. These statistics are given in running bales, counting round as half bales, except foreign cotton, which is in equivalent 500-pound bales. The cotton on hand in consuming establishments on August 31 amounted to 1,214,046 bales, compared with 1,179,172 bales a year ago, and in public storage and at compresses to 1,804,466 bales, compared with 746,707 bales. These figures include 11,391 bales of foreign and 5,465 bales of sea-island cotton consumed, 78,327 bales of foreign and 17,165 bales of sea island held in consuming establishments, and 47,864 bales of foreign and 35,163 bales of sea island held in public storage.

Linters not included above were 100,473 bales consumed during August in 1918, and 78,896 bales in 1917; 145,027 bales on hand in consuming establishments on August 31, 1918, and 114,300 bales in 1917; and 115,129 bales in public storage and at compresses in 1918, and 144,891 bales in 1917. Linters consumed during the twelve-month ending July 31 amounted to 1,116,385 bales in 1918 and 869,702 bales in 1917.

Cotton Imports and Exports—World Statistics.

Imports of foreign cotton during August, 1918, amounted to 7,636 bales, against 11,260 in 1917; exports of domestic cotton and linters for the month were 287,450 bales in 1918, against 459,661 bales in 1917. During the twelvemonth ending July 31, 1918, 221,216 bales of foreign cotton were imported and 4,476,124 bales of domestic cotton exported, compared with imports of 291,957 bales and exports of 5,739,009 bales in the preceding year. The export figures include 12,644 bales of linters shipped during August in 1918 and 22,039 bales in 1917 and 187,704 bales for the twelvemonth ending July 31, in 1918, and 439,490 bales in 1917.

The world's production of commercial cotton, exclusive of linters, grown in 1917, as compiled from published reports, documents, and correspondence, was approximately 17,410,000 bales of 500 pounds net, while the consumption of cotton (exclusive of linters in the United States) for the year ending July 31, 1917, was approximately 20,180,000 bales of 500 pounds net.

A WOODEN BICYCLE TIRE.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 17.]

The newspapers state that a bicycle dealer in the Province of Gelderland has invented a bicycle tire made of elm wood. It is said to have been tested satisfactorily on the clay and gravel roads of Holland.

If successful the invention will be a great boon to Holland. Probably no other country uses relatively so many bicycles—nearly a million, or a bicycle to every seven or eight people. Rubber tires are now practically unobtainable.

HIGHWAYS AND THE MOTOR-VEHICLE TRADE.**ARGENTINA.**

[Consul Wilbert L. Bonney, Rosario.]

Under National Law No. 5315, which has been effective about 10 years, 3 per cent of the net receipts of Argentine railroads is used in building and maintaining highways and bridges of the district traversed by the railroads. In the four years from July 1, 1908, to July 1, 1912, the sum thus realized for roads was \$6,664,872. In 1913 the fund showed receipts of about \$1,400,00, and it was reported that during the year 967 miles of highways had been repaired or constructed and 27 bridges and culverts constructed. Since then the net revenue of the railways has declined steadily, thus reducing the amount available for road improvement, which amounted to about \$864,600 for the calendar year 1917.

Roads in Northern Argentina Unimproved.

Most of the roads of northern Argentina are unimproved, although city streets and approaches to cities are well paved and maintained. This is a thinly settled agricultural country, with large tracts of forest and some desert lands; a large part of the northwest is almost unexplored. In its general character northern Argentina may be compared to the northwestern part of the United States some 40 years ago, where distances were great and labor was too scarce to permit proper attention to highways. Lands in the unsettled portions are held in large tracts, often for grazing purposes or at least uncultivated, and are not of sufficient market value to bear a high rate of taxation. The Provinces encounter difficulties in maintaining public utilities in these thinly settled districts, and roads must be left to the future for development. The country is mostly level and natural roads serve all purposes except during times of heavy rainfall. Farmers and communities look after the country roads in a certain sense, but there is continual complaint as to conditions in this respect in the far interior. Heavy carts and wagons are used for the transportation of grain to railway stations or mills. Horses are relatively cheap and pasturage abundant, and auto trucks could not compete with draft animals under present conditions. Salesmen and other travelers traverse Cordoba and Santa Fe in light motor cars and during dry weather experience little difficulty, although service stations are frequently visited.

There are about 400 passenger automobiles in the city of Rosario and in northern Argentina about 3,000. The American light and cheap cars have been purchased the last two years as fast as they can be delivered and have been ordered ahead for several months. One order of 150 was disposed of in six weeks. In the matter of heavier and more expensive cars the demand is much less urgent and the competition is sharp.

CHILE.

[Consul John R. Bradley, Punta Arenas, July 9.]

Little systematic effort has been made heretofore by either the national or the provincial authorities to improve road conditions in the Punta Arenas district. Two miles of road was built about two year ago, which is to be extended to 5 miles, construction beginning

probably in September, 1918. An appropriation of 30,000 pesos (about \$10,000 at the present rate of exchange) has been made for road improvement during the current year, provided the local government contributes a like sum.

The roads in this district are passable only for about seven months of the year—from October to April. Usually the rains in April, followed by snow, make it impossible to go many miles from Punta Arenas. Frequently bridges are washed away and are not replaced until the season changes.

The transportation of goods and passengers is usually by steamer to places having port facilities. Freight to interior towns and to the vast number of sheep farms is handled principally by bullock carts; perhaps one-fourth being carried by motor trucks. It is only a question of time until trucks are used for all interior transportation. It is said that trucks do the work of bullock carts 40 per cent cheaper.

There are 350 passenger cars, six 2-ton trucks, and twelve 1-ton trucks registered here; but there are about 1,400 motor vehicles of all kinds in the territory supplied through this port. The 2-ton trucks carry supplies to the farms and wool to the towns. The lighter ones are used as a rule as delivery cars in the towns. The present demand is for trucks with a capacity of 2 to 4 tons, but delivery can not be secured.

MARTINIQUE.

[Consul Thomas R. Wallace, Fort de France.]

The French Government has built three main highways from the city of Fort de France, extending across the island to the north, the east, and the southeast, connecting with other lines leading to all of the important points of the island. Three short lines reach places of importance in the interior not touched by the main highways. Although the total mileage is not large, all of the principal points are provided with a good highway either connecting with the main lines or with the markets. About 250 miles have been constructed fit for motor traffic. The roads are macadamized and are kept in fair repair. The bridges are well built, are kept in good condition, and are considered sufficiently strong for the road traffic. No new highways of importance have been constructed since the commencement of the war, and appropriations for that purpose have not been authorized.

Means of Transportation.

The cheapest and most available means of transportation in Martinique is by water. Practically all of the principal industries are located convenient to water transportation, and all of the principal cities of the island are on the coast or connected with it by small rivers or canals. A line of small steamers touch at the most convenient ports at stated times each day. Larger steamers make the more distant points triweekly, while small sailing vessels in considerable numbers are constantly arriving and departing.

The island traffic is very small, largely confined to the products of three or four small factories. Motor trucks have been introduced recently in this trade, and the traffic has been thereby increased. In most of the inland settlements, goods and products are transported by

horse or ox-drawn vehicles, and no change is likely to occur in such cases, as the animals are employed about the farms or plantations.

Surface of Martinique—Number of Cars Used.

Martinique is rough, rolling, and mountainous. The surface rises rapidly from the sea, forming narrow, irregular ridges from 500 to 800 feet high, with deep ravines between, and then rising to much higher altitudes in the interior. The roads are constructed on the sides of the hills, gradually ascending to the top, then following the ridge as far as it extends. Numerous short curves are encountered and many hills are climbed in the course of a short journey.

The wear caused to the roads by traffic or travel is very light, except those used for transporting sugar cane to the mills or factory products to the wharves for shipment. The excessive and constant rains and winds work more havoc with the highways than travel and traffic.

The number of motor cars employed in Martinique is about 540, of which about 35 are motor trucks, and 4 lorries. Automobiles and motor trucks are supplied by France and the United States.

SWEDISH AGRICULTURAL-MACHINERY INDUSTRY.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

The Swedish agricultural-machinery manufacturers are bound to offer some competition to American machinery, particularly on the Baltic market. This competition, however, is not likely to be serious, according to a number of agricultural implement men in Copenhagen. The Swedish factories are not large enough to carry on the large-scale production and standardization that are important factors in reducing the cost of American production. Furthermore, the Swedish plants have not the experience to make machinery as good as the American. While Sweden supplies sufficient raw materials for its agricultural-machinery plants, these raw materials for some time after the war are likely to be so expensive that American machinery laid down for the Baltic market may be offered at least at no higher prices than the Swedish. The superior quality of the American machinery will then sell it.

[The names and descriptions of the Swedish companies making agricultural machinery may be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices. Refer to file No. 40101.]

BAKING BREAD WITH WASTE HEAT IN ICELAND.

[Consul B. L. Agerton, Copenhagen, Denmark, Aug. 26.]

The following item appeared in the *Berlingske Tidende* of August 19:

The city council of Reykjavik, Iceland, has now begun the baking of bread in a special bakery in connection with the local gas works, where modern machinery has been installed in a special building. The result was excellent, in that the waste heat from the gas works is being used in a practicable and profitable manner, and in the course of a short time all the black bread which may be needed will be baked in the new bread factory.

The idea was that of a young student here, and it is considered one of the best means of saving coal, time, and money. Three-pound loaves have been completely baked in three hours in considerable numbers.

This is said to be the first time that bread has been baked with the waste heat from a gas plant.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Canned goods.....	27480	Miscellaneous goods.....	27483
Cardboard, leatherboard, etc.....	27479	Motor accessories.....	27482
Chemicals and drugs.....	27480, 27482	Oils.....	27480
Cotton and cotton goods.....	27485	Skins.....	27478
Dry colors.....	27482	Spinning and weaving machinery.....	27484
Foodstuffs.....	27480	Sulphate of copper and potash.....	27481
Hardware.....	27482	Textiles.....	27477, 27480, 27485
Machine tools.....	27484	Varnishes.....	27482

27477.*—A man in France desires to purchase cotton and woolen cloth. Correspondence may be in English. Reference.

27478.*—A man in Sweden is in the market for skins as follows: 3,000 skunk, 1,000 mertz, 15,000 musk, 5,000 nutria, 1,000 Tibet cat, 50 blue fox, and 500 white fox. Payment will be made by cash on receipt of goods. Correspondence may be in English. References.

27479.*—An agency is desired by a man in England for the sale of cardboard, leatherboard, millboard, folding box boards, etc. He would also be willing to handle other products which would be used by the same consumers. Reference.

27480.*—A business man in Switzerland wishes to secure an agency for the sale of foodstuffs, mineral and edible oils, canned fruits and meat, textiles, and chemicals. Payment will be by cash against documents or agency terms. Correspondence should be in French. References.

27481.*—An agency is desired by a man in France for the sale of 3,000 tons of sulphate of copper and sulphate of potash. Payment will be made by cash against documents. Goods should be put up in sacks of 100 kilos, gross weight. Correspondence may be in English. Reference.

27482.†—A firm in Argentina desires to secure an agency, on a commission basis, for the sale of chemicals, drugs, hardware, dry colors, and varnishes. A member of this firm is at present in the United States, with whom interested parties may communicate. Quotations should be made f. o. b. New York. Correspondence may be in English. References.

27483.*—A man in Arabia wishes to purchase spark plugs and motor parts of different kinds. Correspondence may be in English. Reference.

27484.*—An agency is desired by a man in France for the sale of machine tools and machines and accessories for spinning and weaving mills. Correspondence should be in French. He especially desires to make connections with American firms for after-the-war trade.

27485.*—A wholesale merchant in Switzerland wishes to purchase or secure an agency for the sale of cotton and cotton goods, textiles, and miscellaneous goods. These goods are desired for the wholesale trade for the Island of Cyprus, and goods are to be shipped direct. Payment will be made by cash against bill of lading or agency terms. Correspondence may be in English. References.

27486.*—An agency is desired by a man in France for the sale of wall paper and high class decorative materials. Correspondence should be in French.

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CONTENTS.

	Page.		Page.
Importation of blue stones and yellow stones	1041	Foreign trade of the Netherlands	1049
Italy requisitions agricultural machinery	1041	American consul at Patras visits United States	1049
Falling off in Scottish canal traffic	1041	Manufactured iron prices advanced in the Midlands	1050
Shortage of American dental goods in Denmark	1042	Commendation for lighthouse employees	1051
Guayaquil market report for July	1043	Swedish foreign trade	1052
American chamber of commerce in Barranquilla	1043	Kosher margarine manufacture in Hull	1053
The Brazilian coffee situation	1044	Erection of cold storage plant in Nova Scotia	1054
Market for American watches in Sweden	1046	Cotton piece-goods trade in Foochow district	1054
Electric light and power service at Penang	1047	Three new British food regulations	1055
Another American steel company in Brazil	1047	Italian decree fixes maximum prices for sulphur	1056
Town planning in Leeds suburbs	1048	Offices of the Bureau of Foreign and Domestic Commerce	1056
Brazilian usages yield to the typewriter	1048		

IMPORTATION OF BLUE STONES AND YELLOW STONES.

List of Restricted Imports No. 2, Item 121, has been so far amended by the War Trade Board, in a new ruling (W. T. B. R. 232), as to permit the issuance of licenses, where the application is otherwise in order, for the importation of blue stones and / or yellow stones from Europe and Mediterranean Africa, when coming from convenient ports where loading can be done without delay.

ITALY REQUISITIONS AGRICULTURAL MACHINERY.

[Consul General David F. Wilber, Genoa, Aug. 19.]

By a decree of August 10 the Minister of Agriculture is authorized to requisition, for the period of the war and for the entire agrarian year following the declaration of peace, agricultural machines of all kinds and the materials necessary for their working, together with industrial products, either Italian or imported, having to do with agrarian production. Article 2 of this decree stipulates:

The price of renting or of requisition shall be, from time to time, and for each single lot, fixed by the Minister of Agriculture. The requisition price shall be fixed upon the basis of the cost price increased by 8 per cent as regards goods of national production, and of the cost price to the first importer increased by subsequent expenses and 3 per cent for commercial profit as regards goods imported from abroad.

FALLING OFF IN SCOTTISH CANAL TRAFFIC.

[Consul H. D. Van Sant, Dunfermline, Aug. 22.]

The increased cost of labor and materials during the war has had the effect of producing the highest bill for the maintenance of the canals in this and other parts of Scotland for the past 20 years. Traffic has fallen off, particularly on the smaller systems. The larger canals, such as the Caledonian and Crinan, make a better

showing, the Caledonian having a record of 2,605 vessel passages (including 548 vessels on Admiralty service, for which no dues were received), compared with 2,105 for the 1917 fiscal year. The ordinary receipts of this canal for the year ended April 30, 1918, were \$30,000, or \$250 less than in 1917; the total expenditures, \$55,000, or nearly \$15,000 more than in the previous year. The loss in revenue on the Crinan Canal amounted to \$1,500; vessel passages numbered 832, compared with 1,185 for 1917.

While figures for the small canals of the Dunfermline district are not available, the decline in traffic on them, as on all the Scottish canals, is attributed to conditions resulting from the war. The total receipts amounted to \$21,000 and the expenditures to \$26,000. Coal is largely carried as cargo over these canals, and, owing to its increased cost and scarcity, a much smaller tonnage was transported.

The claim is made that several of these secondary canals are slowly filling in and need both deepening and new bulkheads or bank emplacements. At the close of the war the question of the greater utilization of the somewhat neglected and less important Scottish canals is likely to receive careful consideration.

SHORTAGE OF AMERICAN DENTAL GOODS IN DENMARK.

[Consul Maurice P. Dunlap, Odense, Aug. 14.]

The popularity of American dental goods in Denmark and the present inadequate supply are emphasized in a statement made by Dr. H. Sturup of Odense, president of the Society of Danish Dentists. Dr. Sturup considers the present difficulty of obtaining American dental goods particularly a hardship because the trade has accustomed itself through long years to the superior American article (British wares have also found favor), but the only obtainable supply at present comes from other countries and the goods are inferior. It may be, however, that once the new wares have found a market there will be difficulties for the American exporter who would regain the lost trade, as the continental substitutes have one advantage, namely, they are cheaper.

The shortage has been felt most keenly in the last 10 months, during which many young dentists have refrained from establishing practices of their own, hoping for an improvement in the situation. Even the practicing dentists have been seriously hindered in their work. If, however, the young dentist beginning his practice once becomes used to certain articles, as a particular kind of artificial teeth, dental instruments, or filling materials, the probabilities are that he will continue in the use of them indefinitely.

Among the dental articles that the United States has previously supplied Denmark and for which there is now a great demand are artificial teeth, burrs, chairs, instruments, tools, electric engines, filling materials, fountain spittoons, gutta-percha, and rubber. Of these articles only artificial teeth, dental burrs, and filling materials are on the list of exports for which licenses from allied powers to Denmark have been granted.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

GUAYAQUIL MARKET REPORT FOR JULY.

[Vice Consul Lynn W. Franklin, Guayaquil, Ecuador, Aug. 16.]

No change occurred in the Guayaquil cacao market during July, the prices being \$7.41, \$7, and \$6.59 for Arriba, Balao, and Machala, respectively, the same as the closing figures for June. During the early part of the month the War Trade Board canceled all licenses for shipments of cacao after July 20, 1918, and stated that it would only issue licenses for a total of 7,200 tons.

The exports for the month amounted to 39,113 sacks, or 6,505,637 pounds, as follows: New York, 5,673,928 pounds; Barcelona, 560,680; Santander, 190,689; Gijon, 32,959; Valparaiso, 18,026; Callao, 11,475; Corunna, 8,940; and Valencia, 8,940 pounds. Of these cargoes the Asociacion de Agricultores shipped 31,016 sacks, or 5,056,435 pounds, and the exporters 8,097 sacks, or 1,449,202 pounds.

Coffee, Hides, Ivory Nuts, and Rubber.

Coffee was in demand and the prices held firm, quotations being \$9.26 and \$8.64 for first and second grade. There were 919 sacks, or 187,326 pounds, shipped to the following ports: Valparaiso, 102,680 pounds; Antofagasta, 41,072; Iquique, 20,527; Panama, 20,560; and Callao, 2,487 pounds.

Liverpool took all of the hides (4,878, weighing 91,315 pounds) shipped during July. No licenses were issued for the exportation of hides to the United States. Quotations were \$7.41, \$6.59, and \$2.88 for serranos, criollos, and picados, respectively.

No receipts, quotations, or sales of ivory nuts were reported.

During July 7,361 pounds of rubber were shipped to Liverpool. Quotations were \$20.58 for maromas and \$16.46 for hojas.

Imports and Exchange.

There were 28,220 packages, weighing 5,439 tons, imported during July from the following ports: New York, 14,687 packages; Paita, 3,748; Valparaiso, 2,571; New Orleans, 2,523; Talcahuano, 2,000; Barcelona, 949; Liverpool, 771; Callao, 352; San Francisco, 324; Cadiz, 90; Balboa, 65; Kobe, 37; Malaga, 30; Antofagasta, 30; London, 29; Valencia, 7; Genoa, 4; St. Nazaire, 1; Bordeaux, 1; and Seville, 1.

The total imports for the year so far have been: January, 49,384 packages; February, 13,226; March, 32,104; April, 16,635; May, 48,759; June, 39,645; and July, 28,220.

The official exchange rate remained at 243, but exchange sold as high as 265.

AMERICAN CHAMBER OF COMMERCE IN BARRANQUILLA.

[Consul C. E. Guyant, Barranquilla, Colombia, Aug. 14.]

On August 10 a majority of the Americans in Barranquilla held a meeting and organized "The American Chamber of Commerce of Colombia." The membership of the organization is rather small at present, but will probably be increased by allowing American firms that have local Colombian agents to purchase an associate membership for their representatives.

The newly formed chamber expects to affiliate with the Chamber of Commerce of the United States in Washington.

THE BRAZILIAN COFFEE SITUATION.

[Prepared by the Latin American Division, Bureau of Foreign and Domestic Commerce.]

Several important economic issues are vitally concerned with the present state of the coffee market in Brazil, where speculation seems to be momentarily widespread. The President of Brazil has recommended food-control measures that may materially check the present speculation in the home market. In the meantime, New York importers are being forced to purchase an increasing amount of coffee from non-Brazilian sources, such as Haiti. How keenly the possibilities of such rivalry have been felt in Brazil in the past is evident from an article by the Brazilian consul general for New York, which was printed in the *São Paulo Revista de Commercio e Industria* of May, 1918. This article points out how necessary it is for Brazilian growers to look out for their competitive interests.

Arrivals of Coffee in United States and Europe.

The following figures indicate the relative amount of coffee arrivals into the United States from Brazilian and non-Brazilian sources during 1912-1918, fiscal year ending June 30 (in bags of 132 pounds), and the total arrivals into Europe from all sources:

Fiscal year.	Imports into United States.			Total imports into Europe.	Total imports into United States and Europe.
	Brazilian.	Non-Brazilian.	Total (all kinds).		
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1912-13.....	4,908,705	1,431,166	6,339,871	10,215,595	16,555,466
1913-14.....	5,681,601	1,670,225	7,351,826	12,491,774	19,843,600
1914-15.....	5,840,094	2,333,136	8,174,130	9,918,268	18,092,398
1915-16.....	6,620,881	2,417,043	9,037,924	10,154,368	19,192,292
1916-17.....	7,056,650	2,553,327	9,609,977	5,077,830	14,687,807
1917-18.....	5,761,964	2,279,430	8,041,394	.....	.....

It is significant that for various reasons, including restriction in shipping, our importations of Brazilian coffee for the 12 months ending June 30, 1918, were only 743,960,000 pounds, as against 907,200,000 pounds in 1917; whereas our importations from Central America increased from 133,290,000 pounds in 1917 to 166,293,000 pounds in 1918, and our importations from the West Indies increased from 9,661,000 pounds to 30,241,000 pounds for the same period. Comparisons between the prewar figures in the above table and those for 1918 are still more striking.

Available Stocks.

The world's visible supply of coffee for September 1, 1918, has been estimated as between 11,000,000 and 12,000,000 bags, as against 9,251,542 bags for September 1, 1917. In the Daily Market Report of the New York Coffee and Sugar Exchange for August 30, 1918, the following partial list of figures is given (reports from other markets not being available):

Stocks:	Bags.
London	456,246
Havre	878,000
Bordeaux	40,000

Stocks—Continued.	Bags.
Marseille	181, 240
Rio	732, 000
Santos	2, 834, 000
Bahia	81, 000
United States	2, 239, 380
Afloat:	
For United States from Brazil	641, 000
For Europe, etc., from Brazil	285, 000

Out of the stocks in the United States of 2,239,380 bags, 1,340,684 bags were from Brazil, and 898,696 bags from other sources. On September 6, 1918, according to the figures of Minford, Lueder & Co., there was in Rio a stock of 884,000 bags, including 124,000 bags purchased by the Brazilian Government, and in Santos, the enormous stock of 6,351,000 bags, which includes 2,949,000 bags of Government purchases. The size of this total stock of more than 7,000,000 bags in Brazil can be properly appreciated when we remember that the amount of stock in Brazil at a corresponding date in 1917 was only 2,825,000 bags.

Valorization as a Factor.

Brazil's first plan for valorization traces back to the fall in coffee prices during 1901, when the banks, to which many of the planters mortgaged their estates, assumed the virtual ownership of many plantations. In 1902 the Government passed legislation to restrict the planting of coffee trees in order to check the surplus of output, but this was not enough. Accordingly, the first valorization scheme was conceived, with the idea that the Government should buy up sufficient coffee to maintain prices at a reasonable level. This surplus was to be stored in the United States and Europe, and released according to the exigencies of the market. In 1907 this first scheme was put into operation by the Government of the State of São Paulo. The purchases of coffee were financed chiefly by foreign loans, and an export surtax of 3 francs per bag was levied to assist in securing the loans. During 1907-8 the following loans were contracted by the State of São Paulo:

Special loans:	
Treasury bills	£1, 000, 000
Brazilianische Bank für Deutschland	1, 000, 000
Schroeder & Co., of London, and National City Bank of New York	3, 000, 000
Federal Government of Brazil to São Paulo	3, 000, 000
Loans based on coffee as collateral:	
Bills on foreign agents for coffee consignments	12, 000, 000
Total loans made	20, 000, 000

The loan from the German bank was paid off out of the Schroeder loan. A commission was established to assist the State in buying coffee from the planters, and soon the State Government, after buying about 10,000,000 bags, found itself in possession of 7,000,000 bags which could not be sold without loss. The Federal Government came to the assistance of the State by financing further loans, but stipulated that the State should cease its purchases. Accordingly, 6,843,152 bags, known as "valorization coffee," were transferred by the State to the trustees of the new loan, which amounted to £15,000,000.

To help provide for the amortization of this loan, the export surtax on coffee was raised to 5 francs per bag.

After the termination of the first valorization purchases in 1908, the attempt was made to limit the exportation of coffee to a maximum of about 10,000,000 bags annually.

The trustees, moreover, limited the annual sale of "valorization coffee" as follows: 1909-10, 500,000 bags; 1910-11, 600,000 bags; and 1911-12, 700,000 bags, etc.

As a consequence of smaller crops, increased consumption, organized propaganda, and manipulation of valorized coffee, in 1910 the price of coffee reached a climax of advance. Later, however, came the war. Not only did the allies restrict the import of coffee but the normal export of 4,000,000 bags to Germany was cut off. In consequence, a new scheme of valorization was proposed and put into operation in 1915.

Instead of foreign loans, an issue of paper money, amounting to 300,000,000 milreis (about \$75,000,000 in United States currency), was authorized by the Federal Government, out of which 150,000,000 milreis were to be devoted to the new valorization scheme. The money was lent to the State of São Paulo by the Federal Government, at first with the idea that coffee growers would borrow it from the State, against their warehouse deposits. The Federal Government, on the other hand, was to receive the warehouse receipts from the State as collateral for the paper money issued. This idea, however, was changed to a resumption of regular purchases by the State of São Paulo for as much of each year's crop as seemed feasible, in order to avoid an oversupply upon the market. Until recently the Government has been buying coffee at the rate of 4.9 milreis per 10 kilos, at a time when the market price was as low as 4.5 milreis; but it was impossible, of course, to buy up all that was offered at this figure. For the State of São Paulo to release part of its supply would naturally tend to lower prices.

The Associacao Commercial of Santos has recommended 7 milreis per 10 kilos as a fair price under frost conditions. The planters from the interior, however, are demanding much higher figures. The São Paulo government has made efforts to meet the demands of the growers by making it possible for them to obtain money more cheaply from the banks. But the banks themselves have now the problem of covering their own concessions, which is by no means simple, so long as the financial situation in Brazil is complicated by the large amount of paper money afloat. Whatever further developments may occur in the immediate future, the extremely cordial relations between the United States and Brazil inspire mutual confidence and the assurance that every aspect of the coffee situation will be carefully considered with reference to the interests of the importers and exporters of the respective countries.

Market for American Watches in Sweden.

Consul General Albert Halstead reports from Stockholm that there is a good market for first-grade American watches in Sweden. The Swedish supply now comes from Switzerland through German wholesalers who add 10 per cent to the Swiss wholesale price.

ELECTRIC LIGHT AND POWER SERVICE AT PENANG.

[Consul George L. Logan, Penang, Straits Settlements, July 25.]

The following data have been obtained from the annual report for 1917 of the electricity supply and electricity tramway departments of the municipality of Penang:

The electricity-supply department was in a state of arrested development during 1917, its thirteenth completed year, so far as extensions of a capital nature were concerned; and maintenance was carried on with increasing difficulty, owing to war conditions. As regards private supply there was a net increase of 302 installations. The number of fans of all types totaled 1,608, of which 167 were added during the year. The manager is of opinion that in view of the great comfort and advantage to health to be obtained by a liberal use of fans the number of such connections is small, and that the introduction of a reliable cheap ceiling fan of small size, for the benefit of the smaller consumers, would probably prove as profitable to contractors as it would to the department.

Satisfactory Profits—Operation of Tramways.

Owing to the enhanced prices of maintenance materials, the expenditure figures show an increase of 25.3 per cent. The total capital outlay at the end of the year amounted to more than \$600,000 gold, of which about \$8,500 was incurred during the year, mainly on distribution cables and meters. The balance of revenue over expenditure represented a gross profit of 20.3 per cent, or a net profit of 10.3 per cent, which in a year of enforced comparative inactivity might be considered a very satisfactory result.

The twelfth year of operation of the tramways was somewhat uneventful, the usual services being maintained without accident or serious interruption. The number of passengers carried showed a satisfactory increase, but enhanced prices had to be paid by the department for all materials purchased; and no work of a capital nature was possible, owing to the impossibility of obtaining materials. An electric locomotive to deal with freight haulage was ordered from America. The figures for revenue are a record, being \$87,275 gold, and the financial result shows a gross profit of 10 per cent, a result that bears favorable comparison with the returns of similar home undertakings.

ANOTHER AMERICAN STEEL COMPANY IN BRAZIL.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Aug. 14.]

By decree of August 7, 1918, the President of Brazil authorized the American Steel Co.'s Brazilian corporation to operate in this country. This is a branch of the American Steel Export Co. of New York City. The objects of the company are the manufacture of iron, steel, manganese, copper, and other metals and their alloys, the purchase and sale of metal products, and the purchase and exploitation of mines and timber lands of all kinds. The capital stock of the company's branch is \$20,000, divided into 200 shares of \$100 each.

TOWN PLANNING IN LEEDS SUBURBS.

[Vice Consul Raymond Haynes, Leeds, England, Aug. 29.]

On the southern boundary of Leeds the Hunslet Rural District Council, which is a subsidiary organization of the Leeds Corporation, is now engaged in town-planning activity. A representative of the Local Government Board of Great Britain (whose authorization must be obtained before any building operations can be undertaken by the corporation) is to visit Leeds to investigate the proposal for the contemplated development.

The site for the proposed town-planning scheme is near the villages of Oulton and Woodlesford, just on the outskirts of Leeds. Between 1,500 and 2,000 workpeople find employment with one mining company alone in this district, and the lack of houses is so great that large numbers are now compelled to reside elsewhere, in some instances at a considerable distance from their work. Special trains have been run for their convenience, but these arrangements have not been satisfactory and the local authorities believe that the time has arrived when they should prepare to house at least some of their workers. The proposals are that the colliery workers should not be housed in the haphazard fashion too common in the coal fields, but on a well-ordered plan that will afford the collier and his family some of the amenities and comforts of life.

Site Already Chosen—Other Contemplated Building Operations.

The Rural District Council of Hunslet has in view a site for building purposes and is now negotiating for the land; and when authorization is once given for erection of these dwellings, the intention is to erect them eight or twelve to the acre. The new planning area is about 850 acres in extent and lies partly in the village of Woodlesford. As the main line of the Midland Railway runs right through it and the Aire and Calder canal is alongside, transportation facilities are assured.

The Hunslet Rural District Council has also in contemplation a scheme for town planning near the village of Middleton. The Leeds Corporation had previously announced a plan to found a garden suburb in the same locality, and the Middleton Colliery Co., the principal ratepayer of this district, recently sold a part of its estate to the Leeds Corporation for housing purposes.

BRAZILIAN USAGES YIELD TO THE TYPEWRITER.

[Vice Consul Richard P. Momsen, Rio de Janeiro, Aug. 5.]

By decree of July 31, 1918, the President of Brazil sanctioned a measure whereby it is permitted that contracts with the Government departments may be presented in typewritten or printed form, provided, of course, they fulfill the usual legal formalities and have two witnesses. Each page of such contracts as this must be signed.

In the past documents of all kinds, including attorney's briefs and other legal documents, have almost always been written by hand. With the increased use of the typewriter, due to the initiative of certain American firms who are selling standard American machines in large numbers, this practice is being abandoned. This trade has also created a number of schools where stenography and typewriting is taught, and there is every indication that in the future the typewriter will play a more important part in commercial and other correspondence in Brazil.

FOREIGN TRADE OF THE NETHERLANDS.

[Consul Frank W. Mahlin, Amsterdam, Aug. 21.]

Published official figures of the foreign trade of the Netherlands during the 18 months' period from January 1, 1917, to June 30, 1918, show a great decline and give interesting particulars of the trade with belligerent countries.

The total imports for the first six months of 1918 were only 44½ per cent in weight and 43½ per cent in value of those of the corresponding period of 1917. The greatest decline was in food articles for man and beast, of which the import in the first half of 1918 was less than 4 per cent of the quantity imported during the corresponding period of 1917.

The advance in prices was strikingly illustrated by the fact that while the quantity of metals and minerals imported decreased nearly 50 per cent in the first half of 1918 compared with that of 1917, the value increased nearly 40 per cent. The prices of coal, iron, and steel increased about 100 per cent during the year.

There was also a decrease in quantity and an increase in value of imported chemicals, porcelain, earthenware, and a few other substances, but in no case was there an increase in the quantity of any import.

The decrease of exports was similar to that of imports—42½ in weight and 41 in value. Food articles for man and beast declined about 75 per cent in quantity. The export of minerals and of oils and similar substances increased in quantity, but these were small exports. No other articles increased in the quantity exported.

The exports to the colonies decreased from 13,837 to 237 tons; the imports from 66,094 to 306 tons.

Trade with Belligerent Countries.

In weight, the imports from Germany and Austria far exceeded the exports thither from Holland, but the value of the imports was less until the first half of 1918, when it was larger chiefly because the value of the exports from Holland to those two countries greatly decreased—about 60 per cent in weight and value in comparison with the first half of 1917. The weight of imports from the two countries decreased about 25 per cent, but the value increased over 60 per cent, on account of the great advance in prices of coal and iron. Thus, Holland became a debtor to Germany and Austria in 1918, whereas it was previously a creditor in the exchange of commodities.

The reverse was the case regarding trade with the Allies—Great Britain, France, and the United States. Previous to 1918, the value of imports therefrom exceeded that of exports thereto, but in the first half of 1918 a balance appeared in favor of Holland. Imports declined about 85 per cent in weight and value as compared with the first half of 1917, while the exports from Holland to those countries decreased about 40 per cent in weight and and 60 per cent in value.

American Consul at Patras Visits United States.

Consul Arthur B. Cooke, the American consul at Patras, Greece, is on leave of absence in the United States and will be at 2213 West Grace Street, Richmond, Va., until September 22.

MANUFACTURED IRON PRICES ADVANCED IN THE MIDLANDS.

[Consul E. Haldeman Dennison, Birmingham, England, Aug. 20.]

Engineering, in its weekly review of conditions in the iron and steel trades in the Midland and Staffordshire districts, states that the Ministry of Munitions has granted an advance in manufactured iron prices following upon the late accumulated items of advance in costs of mill and forge production. An advance of 17s. 6d. (\$4.25) per ton has been conceded in "Crown" bars, and £1 (\$1.86) per ton in Staffordshire marked bars. This brings the official maximum to £14 15s. (\$71.78) net f. o. b. at makers' works for the former, and £17 (\$82.73) net at makers' works for the latter. At the same time the "extras" on "Crown" bars have been advanced 10s. (\$2.43) per ton, best quality bars now carrying an extra of £1 (\$1.86) per ton, instead of 10s. (\$2.43), best best £2 (\$9.73) instead of 30s. (\$7.29) and triple best £3 (\$14.59) instead of 50s. (\$12.15) per ton. On marked bars the "extras" have, it is understood, been doubled, and so, too, have the "extras" on sections, angles, and flats of "Crown" quality except rounds and squares of between 3 inches and 4 inches, which are unaltered. Makers of nut and bolt bars, which are not subject to the "control" have increased their prices in correspondence with the new official rate.

The new price for this extensive class of iron becomes £15 5s. (\$74.20) delivered to consumers in the district, instead of £14 8s. (\$70.07) to £14 10s. (\$70.56) per ton, as formerly. All the new prices of all descriptions are retrospective to August 1. The advances conceded by the Ministry of Munitions are regarded with satisfaction, not only because they restore a profit to makers but as disposing of a suggestion that the matter should be adjusted on the subsidy system already applied to pig iron. The finished iron trade has all along objected to this, and the system has aroused still greater opposition on the part of the operative section of the Midland Iron Trade Wages Board, because of the interference with the automatic settlement of prices by means of the sliding scale. Apparently the authorities have yielded to the strong representations made by both sections of the wages board, and have abandoned any intention of extending the subsidy system to include mill and forge products.

Increase in Marked Bar and Boiler Plate Prices.

The most significant increase in the above series of finished bar-iron prices is that in Staffordshire marked bars. This is the twelfth advance which has taken place in marked bars since the outbreak of war, when they were selling at £8 10s. (\$41.36), just half the present price. Moreover, when the preceding advance took place in January last, the discount of 2½ per cent previously allowed was abolished. It should also be noted that £17 (\$82.73) is the maximum price f. o. b. at makers' works, buyers having to bear the cost of carriage. The new prices for boiler plates are understood to be as follows: Ordinary qualities, £18 10s. (\$90.02); best, £19 10s. (\$94.89); double best, £20 10s. (\$99.76); and treble best, £21 10s. (\$104.62).

Reduced Iron Production—Pig-Iron Trade.

The reduced manufactured iron output revealed in the return of the Midland Iron Trade Wages Board for the months of May and June, is regarded with some anxiety. Over the 17 firms selected for

the purpose of regulating wages, the drop is about 3,000 tons. This average, spread over the 70 odd firms associated with the board, represents a considerable tonnage. The decline is attributed to a multiplicity of causes, chiefly shortage of puddlers, due to the demands of the military authorities, and insufficient supplies of puddled bars and coal.

Only small lots of pig iron are being offered. The smelters have no supplies, however, and they represent the fuel supply as a subject of great anxiety. The output during the holiday interregnum will be very quickly absorbed, owing to the leeway which had to be recovered.

The Steel Trade.

The extension and stiffening of the control of steel are likely contingencies. There is a distinctly easier tendency in the market. Steel bars are not now bringing the outside prices which were acquiesced in as an inevitable result of the stringency and imperfect control which formerly prevailed. The mills are now able to get supplies of billets through official channels at the £10 7s. 6d. (\$50.48) maximum, and there has been a consequent fall in bar prices. There is enough business passing this week to afford a reliable gauge of the position, but it is apparent that the tightening of the official grip means a change in the outlook.

COMMENDATION FOR LIGHTHOUSE EMPLOYEES.

The following employees of the United States Bureau of Lighthouses have recently been commended by the Acting Secretary of Commerce for special services rendered in the performance of their duties:

Mr. G. M. Wible, keeper of Tangier Sound Light Station, Va., for assistance rendered on July 11, 1918, in piloting a barge, which had grounded near the station, to Windmill Point.

Mr. S. B. Meekins, assistant keeper of North River Light Station, N. C., for assistance rendered on August 20, 1918, in partially unloading two motor boats which had grounded near the station and in pulling them into deep water by means of a motor boat.

Mr. C. A. Sterling, keeper of Craney Island Light Station, Va., for assistance rendered on August 14, 1918, to the occupants of a disabled launch.

Mr. George H. Ward, keeper of Sacketts Harbor Light Station, N. Y., for service rendered on August 22, 1918, to the occupants of a motor boat, which had collided with the rocks in the vicinity of the station and was sinking.

Mr. R. H. Matthews, assistant keeper of Deep Water Shoals Light Station, Va., for rescuing four soldiers from Camp Eustis, who were adrift in a sailboat during a storm on August 7, 1918.

Mr. Charles W. Pugh, keeper of Roanoke Marshes Light Station, N. C., for taking the captain and engineer of the steamer *Hattie Creef*, which had parted its moorings at Wanchese Pier during a heavy storm on August 25, 1918, to the steamer in time to prevent it from going ashore and for assisting in taking the steamer back to its moorings after the storm.

Mr. Richard C. Roberts, first assistant keeper of Alligator Reef Light Station, Fla., for assistance rendered on August 1, 1918, under trying weather conditions, in towing a disabled aeroplane, which had fallen into the water about 10 miles from the station, for a distance of about 4 miles toward the shore and turning it over to a naval scout patrol boat; and for his courageous action in diving into the shark-infested waters of the Straits of Florida, through heavy seaweed and under the aeroplane, in an effort to reach two men reported to be inside the aeroplane.

Mr. Charles Redfern, keeper of Point Comfort Light Station, N. J., for rescuing and administering first-aid treatment to a man who had been caught in an undertow in the vicinity of the station.

SWEDISH FOREIGN TRADE.

[From Copenhagen Børsen, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

In a still higher degree than in 1916, the year 1917 showed a reduction in Swedish foreign trade. Apart from State measures and the blockage, which decreased the possibilities of maintaining connections with distant markets, so many unknown factors had to be reckoned with that the trade with foreign countries was brought down to the lowest limit. The important thing was to organize and, as far as possible, obtain supplies for Sweden. This was taken care of by the State and there was not much left for the commercial world to do, especially as a number of products could not be had at all or only in insufficient quantities. The steadily-increasing prices at the same time retarded consumption and made it impossible to make reasonable calculations and continue the old commercial policy.

At the close of 1917 statistics were published with regard to Swedish imports and exports as regards the most important articles; but the material was very incomplete. It may, however, be said safely that efforts have been made to keep up as far as possible trade with Germany and Great Britain, although, of course, to a limited extent. The trade with Russia has decreased more and more.

Decreased Trade with Germany and England—Trade Relations with Russia.

It was of great importance that the supply of coal, as it gradually decreased from England, could be arranged for from Germany. The increased imports from Germany were especially marked in 1916 (4,380,000 tons), when they were $2\frac{1}{2}$ times as much as the imports of coal from England during the same year. In 1917, however, the German coal imports decreased to about one-third of the quantity in 1916. Sweden, however, received from Germany in 1917 some potatoes (probably for use as feed) and some sugar (perhaps of Dutch origin). The trade with England decreased still more. According to English statistics for the first half of 1917, the British imports from Sweden decreased to two-thirds of the figures for the corresponding period of 1915, and the British exports to Sweden were only one-third of those for the first half of 1915. As far as the Swedish exports to England are concerned, the reduction was due especially to the wood and wood-pulp market.

Sweden has not neglected its trade connections with Russia during the war. The good prospects for a market for Swedish products, especially agricultural implements and other machinery, was an incentive in the first years of the war to make new efforts to expand this market, and, as is seen by many public statements of Russian trade experts, Russia has been willing to support such efforts. But little by little conditions on the Russian market became too hazardous. The steady decrease in value of the ruble made all calculation impossible and all efforts to carry through some not altogether ruinous methods of payment failed. Furthermore, the Russian import regulations tied down the trade, especially with agricultural implements, in such a way that it was almost impossible to make any sales, and in September, 1917, a general import prohibition was passed by which practically all articles of interest to Swedish exporters were excluded from the Russian market. The work has not been given up in Sweden on this account, but it is laid aside to be taken up under more favorable

conditions. Nor has it been forgotten that for some years after the war one of the main problems in Sweden will be to obtain for the Swedish people food supplies from abroad, so that a Russia which is able to supply Swedish needs may become an important factor in the country's economic policy.

Formation of Large Trading Companies.

It is hard to say to what extent similar disturbances have prevented operations in various over-sea markets, but in this direction also work is evidently being done particularly with a view to conditions after the war. Thus several large trading companies have been formed, based on the prospects of an extensive trade with foreign countries. The most important of these companies are: Aktiebolaget Transmarina Kompaniet, founded in 1916 with a capital stock of 3,000,000 crowns, with which in 1917 was fused the new Aktiebolag Handel och Industri, working especially in Russia, which increased its capital to 1,000,000 crowns; the Aktiebolag Svenska Oceankompaniet, Stockholm, founded in the spring of 1917 with a minimum capital of 7,000,000 crowns and working especially in Russia, America, and Asia; and the Aktiebolag Svenska Handels och Sjöfartskompaniet, Stockholm, founded in the spring of 1917 with a capital of 3,500,000 crowns with the plan of establishing branches in North and South America (New York, San Francisco, Buenos Aires). This last company also intends to carry on shipping business and is said to have secured considerable tonnage, intended mainly for use in its own business.

No reliable judgment can as yet be formed with regard to the results of the mutual Scandinavian exchange of goods, which has made a successful start. It may be said, however, that it is the basis of important future work looking toward the self-support of the three Scandinavian countries.

KOSHER MARGARINE MANUFACTURE IN HULL.

[Consul Homer M. Byington, Hull, England, Aug. 21.]

Arrangements have been completed for the manufacture of Kosher margarine in Hull. The margarine will be made exclusively of vegetable products and milk, the animal fats in standard margarine being omitted. The milk will be tested and sealed by a rabbi or his nominee, who will also supervise the process of manufacture. The local food committee will issue special licenses to retailers. It is also proposed to manufacture Kosher vegetable oil, and these products are expected to be on the market by September 15, 1918.

The manufacture of standard margarine in the United Kingdom is reported to have now reached the point where the country may be said to be self-supporting and not to require imports from abroad. It has been announced that at the end of September the fat ration will be increased from 5 to 6 ounces weekly per capita (margarine 4 ounces and butter 2 ounces), which represents about 75 per cent of the consumption in normal times. Recently the quantity of animal fats permitted to be used in the production of margarine was increased to 20 per cent of the whole, which satisfactorily increases the food value.

[The growth of the British margarine industry was reviewed in *COMMERCE REPORTS* for June 7, 1918.]

ERECTION OF COLD STORAGE PLANT IN NOVA SCOTIA.

[Consul John J. C. Watson, Yarmouth, Nova Scotia, Canada, Sept. 6.]

A large and modern cold-storage plant, to be used in connection with the fishing industry, is being erected at Liverpool, Nova Scotia, by American capitalists, and is expected to be completed about October 1. The building is of frame construction, 60 feet wide by 150 feet long, and is three stories in height, with a nearly flat roof suitable for drying fish. It has a normal capacity of 6,000,000 pounds and is capable of handling 75,000 pounds a day. The company owns more land adjoining the plant, so that it can be enlarged, if more space is needed. Every facility is provided for the rapid handling of fish. One end of the building is on the dock and the third story projects over the water, which enables vessels to be rapidly loaded and unloaded. There are also tracks running along both ends of the building, so that cars can be loaded at two places at the same time.

All of the machinery required for the plant was imported from the United States. The cost of erection and the land together represent an investment of \$150,000.

COTTON PIECE-GOODS TRADE IN FOOCHOW DISTRICT.

[Consul Albert W. Pontius, Foochow, China.]

The trade in cotton goods continues unsatisfactory during the present year, the factors being the poor rice crops and the unsettled conditions prevailing at interior places and neighboring Provinces. Generally speaking, all old stocks have been practically cleared. At present the prices are so high, the money market so tight, and the future so uncertain that dealers are purchasing stocks required for immediate use only.

Advantages of Japanese Manufacturer.

Before the war the British manufacturer had a monopoly of the trade, the British cloth being imported through brokers at Shanghai and Hongkong. Through the efforts of a large Japanese firm, the local native merchants are now enabled to purchase Japanese manufactured cloth from Japan direct, thus saving the usual commissions paid to brokers at the two aforementioned large ports. In selling the Japanese-made cloth direct, the terms of payment are seven weeks after delivery of goods. Another advantage to the Japanese manufacturer are the repeated visits made to this district by Japanese piece-goods salesmen. Persistent endeavor and employment of practical methods have given the Japanese a strong hold on the piece-goods trade. The war and attendant transportation difficulties have seriously handicapped the British manufacturer and have prevented aggressive competition on his part, but the Japanese manufacturers having now obtained a command of the trade—about 70 per cent—are sparing no effort to make their hold as permanent as possible.

With the exception of small importations of drills, no American-made cloth has appeared on the local market during the present year. In recent months Shanghai-manufactured drills and sheetings have appeared on the local market in increasing quantities, importations in 1918 amounting to 5,800 pieces of drills and 1,580 pieces of sheetings. In spite of the difficulty of obtaining the long

familiar brands of British and American cloth, such cloth continues to be in high favor, and this factor will prove a most valuable adjunct in regaining much of the trade at present lost to more favorably situated Japanese competitors.

Lines of Goods in Demand.

Cotton goods in chief demand at present in this district are dyed cotton cuts; plain shirtings, gray and white, 36 inches by 40 yards, ranging from 7 to 9 pounds weight; T-cloths, 32 inches by 40 yards; chintzes and cotton prints, velvets and velveteens, dyed shirtings, turkey-red cotton, cambric calicoes, cotton italians and jeans. With the exception of dyed cotton cuts, chintzes and cotton prints, and turkey-red cotton, decreased importations were had in every line. In a good year the trade in cotton piece goods amounts to \$500,000 annually.

THREE NEW BRITISH FOOD REGULATIONS.

[Consul General Robert P. Skinner, London, Aug. 20.]

The British Ministry of Food recently issued orders regulating the prices at which maize (corn) products and butter may be sold in the United Kingdom and imposing restrictions upon traffic in cereals. The order relating to maize products reads:

A person shall not on or after September 2, 1918, sell or offer or expose for sale or buy or offer to buy by retail any maize flour, maize flake, maize semolina, hominy, ceralline, or maize meal at a price exceeding a rate of 4d. (8 cents) per pound.

Except in such cases as the Food Controller may otherwise determine this order shall apply to proprietary brands of the articles mentioned in clause 1.

Maximum Prices Fixed for Butter.

The order relating to butter, which is already in effect, stipulates that butter may not be sold at retail in the United Kingdom at prices exceeding the following:

On the occasion of a sale by retail of any butter, the maximum price shall be at the rate of 2s. 4d. (57 cents) per pound, except that in calculating the maximum price chargeable on any sale any broken halfpenny included in the maximum price shall count as a halfpenny.

No charge may be made for packing, packages, or giving credit; but if the butter is delivered, at the buyer's request, otherwise than at the seller's premises, an additional charge may be made for such delivery not exceeding a sum at the rate of ½d. (1 cent) per pound or any larger sum actually and properly paid by the seller for carriage.

A food committee may from time to time by resolution vary the maximum price for butter sold by retail within its area or any part of such area.

Sale of Cereals Restricted.

The order restricting the sale of cereals applies to wheat, rye, barley, and dredge corn and to tailings, dressing, and screenings from these grains, and provides:

(a) A person shall not on or after September 1, 1918, sell or offer to sell any article of a kind, to which this order applies, to any person other than (1) a miller buying for the purposes of a controlled flour mill; or (2) a recognized dealer in grain; or (3) a person requiring and holding a license granted by or under the authority of the Food Controller for the purpose of entitling him to use the article for a manufacturing business carried on by him; or (4) in the case of grain which is suitable for seed, a person buying grain specifically for the purpose of seed.

(b) This clause shall not apply to any article in respect of which it is proved that at the time of sale it was unfit for use in the manufacture of human food.

ITALIAN DECREE FIXES MAXIMUM PRICES FOR SULPHUR.

[Consul General David F. Wilber, Genoa, Aug. 13.]

New maximum prices for Italian raw and worked sulphur were fixed by a recent ministerial decree. The new schedule consists of two categories—prices in Sicily and prices on the Continent and in the islands other than Sicily.

The maximum prices in Sicily for worked sulphur per quintal of 220.46 pounds are: Refined, in bricks, packing extra, 58.37 lire (at normal exchange the lira is worth 19.3 cents); refined, in sticks, 60.37 lire; sublimated, pure, 70.31 lire; raw ground, 53.50 lire; refined ground—60 to 65 per cent of fineness, 64.51 lire; 65 to 70 per cent, 65.14 lire; 70 to 75 per cent, 65.77 lire; refined sifted—75 to 80 per cent, 66.69 lire, 80 to 85 per cent, 68 lire; 85 to 90 per cent, 69.31 lire. In the prices for sulphur in powder the value of the packing canvas, to be given separately in the invoice, is not included.

The prices for worked sulphur are for goods at Catania, Licata, Porto Empedocle, and Termini Imerse, f. o. b. or on car at station. For sales in other localities of Sicily the prices of worked sulphur are to be increased by the costs of carriage, as shown by invoice, and loss by diminution, which can not exceed 1 per cent and will be applied only to refined sulphur in bricks.

Prices on Continent and in Islands—Raw Sulphur.

On the Continent and in the other islands the prices for worked sulphur are those indicated above, increased by the costs of carriage and of the loss by diminution. For ground sulphur mineral the following f. o. b. prices are established: Mineral containing from 25 to 30 per cent of sulphur, 14.25 lire per quintal; 30 to 35 per cent, 16.60 lire; 35 to 40 per cent, 18.96 lire; 40 to 45 per cent, 21.32 lire; 45 to 50 per cent, 23.68 lire. These prices do not include the value of the packing canvas.

For the resale of worked sulphur and ground sulphur mineral a margin of profit is allowed the reseller not exceeding 2 per cent for lots of 10 quintals or more nor 4 per cent for lots of less than 10 quintals. Sulphur of over 90 per cent fineness, washed sulphur, sulphur for medicinal use, and sifted flowers of sulphur are not contemplated in the present decree.

To the decree is annexed a list of normal prices for unworked sulphur, which is made the basis of the new prices for raws. In Sicily the prices for raw sulphur are those fixed in this list, plus a commission of 5 centesimi in favor of the Association for the Sicilian Sulphur Industry. On the Continent and in the other islands the list prices for raw sulphur are further increased by the costs of carriage to destination, as shown by the invoice or established by calculation (on the basis of the railway tariff increased by 20 per cent), as well as loss by diminution not to exceed 2 per cent.

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CONTENTS.

	Page.		Page.
Transshipment of motor cars and accessories at Singapore-----	1057	Six months' exports from Stockholm to United States-----	1067
National kitchens prove successful in England-----	1057	Laces and embroideries in West Africa-----	1067
New import regulations-----	1058	Fusion in Swedish ball-bearing industry-----	1067
Crops in Mesopotamia-----	1061	Expansion of Norwegian industry during the war-----	1068
Special sales of lambs in Scotland-----	1062	Exchange of goods between Denmark and Germany-----	1068
Market for cotton goods in Mexico-----	1062	Spanish Government to control output of potash salts-----	1069
Recent Italian decree affects coal trade-----	1063	Preparation of fishery products for the table-----	1069
Cotton imports for seven months at Genoa-----	1063	Improved harbor facilities at Bahia-----	1069
Rules of Egyptian Cotton Control Commission-----	1064	Manufacture of lacquer ware in Burma-----	1070
Wild cocoon crop in southeastern Manchuria-----	1065	Proposals for Government supplies and construction-----	1071
New law on railway concessions in Venezuela-----	1066	Foreign trade opportunities-----	1072
Relation of export firms to national interest-----	1066		

TRANSHIPMENT OF MOTOR CARS AND ACCESSORIES AT SINGAPORE.

Vice Consul Hansen cables from Bangkok, Siam, under date of September 12, to the effect that exporters of motor cars and accessories should be warned against making shipments to Bangkok by way of Singapore without having previously obtained a transshipment permit from the Singapore Government.

NATIONAL KITCHENS PROVE SUCCESSFUL IN ENGLAND.

[Commercial Attaché Philip B. Kennedy, London, Aug. 29.]

The national restaurant which opened its doors several months ago in New Bridge Street [see COMMERCE REPORTS for Apr. 15 and Aug. 8, 1918] is proving to be an unqualified success. It has recently been given out that the restaurant yielded an average profit of more than £70 (about \$350) a week after meeting all charges, including rent, reserve for renewal, and operating expenses, at the same time keeping down the price of the food served.

In view of the fact that there will be a shortage of coal and fuel this winter, the national kitchens and restaurants may be called upon to increase their activities and do cooking, collectively, for a whole community at a time. This scheme, if put into effect, would save considerable fuel and the consumption of gas and electricity for cooking purposes would be greatly reduced. In a joint letter to the Morning Post the Coal Controller and the Director of National Kitchens have expressed their desire to cooperate in this movement and have invited the public to pursue the plan suggested. The national restaurants and kitchens are therefore not only furnishing the public with meals of good quality at a nominal price but are also engaged in a campaign for saving hundreds of tons of coal which can be sent to Italy and France.

NEW IMPORT REGULATIONS.

The War Trade Board announces in a new ruling (W. T. B. R. 234) certain important changes, to which the careful attention of all importers is directed, in War Trade Board Ruling No. 111, governing the certification by American consular officers of invoices covering shipments. These changes will obviate certain irregularities and misunderstandings which have occurred in the past and facilitate the administration of the import restrictions.

American consular officers will certify no invoice for any ocean shipment to be made on or after October 1, 1918, to the United States, except upon receipt of official notification from the War Trade Board of the issuance of an import license and of the import license number.

Importers are particularly requested to take notice that for the purpose of consulating invoices covering ocean shipments made on or after October 1, 1918, consular officers are not permitted to accept import license numbers furnished them by shippers, as they have heretofore done.

The number of any such import license, together with all necessary information will, at the request and cost of the applicant for import license, be cabled or mailed by the War Trade Board to the consular officer, whose consular district is designated by the applicant as the district from which the shipment to the United States will be made.

New Forms of Application.

New forms of application for import licenses will soon be available, which will contain a blank to be filled out by the applicant for the purpose of indicating whether the applicant desires official notification of the issuance of the import license and of the number thereof to be sent by cablegram or by mail. The applicant designates in such blank the appropriate American consular officer. If the applicant is not able to supply the information at the time of the filing of his application, he should do so as soon thereafter as possible, either before or after the issuance of the license. All requests for such official notification made after the filing of the application should be, whether mailed or telegraphed, addressed as follows:

" Bureau of Imports,
" War Trade Board,
" Washington, D. C."

Such request should refer to the application or license number and should designate the appropriate consular officer.

Import licenses will continue to be issued valid for a period of 90 days, but under the new regulations import licenses issued on or after October 1, 1918, will be valid if ocean shipments thereunder are made within 90 days from the date of such license. It will no longer be necessary, as in the case of licenses issued prior to October 1, 1918, that entry into the United States be made within the 90 days. This change will be of benefit to shippers and importers, who, heretofore, in many cases, have found it difficult to prepare merchandise for shipment, arrange for freight space, and obtain entry into the United States within 90 days.

With respect to import licenses which are outstanding and unused on October 1, 1918, if the shipments covered by such licenses have not been consulated by that date and the ocean shipments thereunder will be made on or after October 1, 1918, it will be necessary that official instructions be cabled to the appropriate consular officer at once by the War Trade Board. That there may be no delay in such shipments, the holders of such outstanding licenses should immediately notify the War Trade Board that they desire the appropriate American consular officers to be officially notified by the War Trade Board, either by cablegram or letter, of the issuance of such outstanding licenses and of their numbers.

The date of ocean shipment, for purposes of these regulations, will be the date of a through ocean bill of lading to the United States.

Inasmuch as consular officers will be governed, when consulating invoices, by the dates of the licenses and the dates of the through ocean bills of lading, importers are cautioned to keep accurate record of the expiration dates of licenses in order that they make certain that the through ocean bills of lading are issued to them within the 90-day period, or, in the event that such through ocean bills of lading are not issued within such period, that they may apply in due time for extensions or new licenses, thus avoiding delays and possible loss. Applications for extensions of expired licenses and for reissuances may be filed and will be disposed of according to the circumstances of each case.

Partial Shipments Against License.

It will be possible, as heretofore, to make partial shipments against a license, providing such shipments are made during the life of the license. All such partial shipments will be governed by the same rules as those that govern complete shipments.

Invoices for shipments of commodities covered by general import licenses, known as "PBF" licenses, will continue to be certified by consular officers under the general license numbers, without official instructions governing each individual shipment (except that shipments covered by a general license PBF No. 1 require no certified invoices).

Outstanding General Import Licenses.

The following is a list of the outstanding general (or "PBF") import licenses:

PBF No. 1.—Covering the importation from any country of all shipments of unrestricted articles except sugar, wheat, and wheat products, where the value of any one commodity in such shipment does not exceed \$100; and covering restricted articles of like value when coming from countries and by the means permitted under the terms of the restriction thereon.

PBF No. 2.—Covering all importations into Alaska, Canal Zone, Philippine Islands, Hawaii, Guam, Tutuila, Porto Rico, Virgin Islands, when for consumption in those countries and not for transshipment.

PBF No. 3.—Covering the importation into the United States from Canada and Newfoundland of all articles except those mentioned in the President's import proclamation of November 28, 1917, and except calcium carbide, olive oil, taploca, sago, peanuts, rabbit skins, toys, manufactures of cotton not produced in Canada, tallow, cocoa beans, feathers, pumice, and wheat products. Where commodities are restricted this general license covers them only when shipped by other than ocean transportation and when they originate in Canada or Newfoundland or in a country from which they would be licensed for importation direct. Shipment from Newfoundland to Canada and thence overland or by lake to the United States is not considered ocean transportation.

PBF No. 4.—Covering the importation of fresh fruits and fresh vegetables when transported overland from Mexico or overland or by lake from Canada, or by rail from Cuba.

PBF No. 5.—Covering the importation of goods previously exported from the United States where the value thereof does not exceed \$500.

PBF No. 6.—Covering the importation of personal baggage accompanying a passenger when containing only articles necessary for personal use on his journey.

PBF No. 7.—Covering the importation of fresh vegetables from Bermuda when shipped on vessels approved by the War Trade Board.

PBF No. 8.—Covering the importation of fresh fruits, fresh vegetables, preserved fruits, other fruit products, and cheese, from Cuba, when shipped on vessels approved by the War Trade Board.

PBF No. 9.—Covering the importation of all empty drums, cylinders, containers, and empty cement bags, American owned, which have been used in the exportation of commodities from the United States.

PBF No. 10.—Covering the importation of tobacco from Cuba and the West Indies.

PBF No. 11.—Covering the importation of cotton from Mexico.

PBF No. 12.—Covering the importation of all commodities of the origin and/or destination specified below which arrive at any port of the United States and/or which are conveyed in transit through the territory of the United States either in bond or otherwise, as follows:

(a) Commodities originating in Canada or Newfoundland and destined for any country in the world; or originating in Great Britain, France, or Italy, or any of their European or West Indian possessions and destined for Canada or Newfoundland.

(b) Commodities originating in Great Britain, France, or Italy and destined for any West Indian colony, possession, or protectorate of said countries, or originating in any of said West Indian colonies, possessions, or protectorates and destined for Great Britain, France, or Italy, except (c) below.

(c) Commodities originating in Canada or Mexico and destined for another point in the same country, passing through the United States en route, except (e) below.

(d) Commodities of whatever origin or destination not now or hereafter placed on the restricted list, except (e) below.

(e) Shipments under paragraphs (b), (c), and (d) are not to be included in the general license when such shipment would cross the United States from an Atlantic to a Pacific or Gulf port, or from a Pacific to an Atlantic or Gulf port, or from a Gulf to an Atlantic or Pacific port.

PBF No. 14.—Covering the importation of iron ore from Sweden and Spain when coming as ballast in vessels returning from these countries.

PBF No. 15.—Covering the importation of newsprint paper and kraft paper from Canada and Newfoundland by rail or lake shipment, or by ocean shipment from points where there is no railroad or lake transportation.

PBF No. 16.—Covering the importation of Garbanzo beans from Mexico for shipments made on or before November 1, 1918.

PBF No. 17.—Covering the importation into the United States of fish and shellfish, fresh, cured, or preserved, from Newfoundland or Canada, when said fish are products of the fishing industries of said countries.

PBF No. 18.—Covering the importation when shipped from Yarmouth, Nova Scotia, to Boston, Mass., by vessel approved by the War Trade Board, of all commodities the importation of which is permitted without individual license overland or by the Great Lakes from Canada.

PBF No. 19.—Covering the importation of all wheat and wheat flour when consigned to the United States Food Administration Grain Corporation, 42 Broadway, New York, or to the Wheat Export Co. (Ltd.), 27 Beaver Street, New York.

PBF No. 20.—Covering the importation of all plants, seeds, vines, bulbs, cuttings, entomological specimens and literature consigned to the United States Department of Agriculture.

PBF No. 21.—Covering the importation of all commodities not exceeding \$100 in value shipped by mail or express from the American Expeditionary Forces abroad.

PBF No. 23.—Covering the importation of international exchanges from the United Kingdom when consigned to the Smithsonian Institution.

PBF No. 24.—Covering the importation of fresh fruits and fresh vegetables from Cuba, for shipments made on or before December 31, 1918.

PBF No. 25.—Covering the importation of all commodities arriving at United States ports in bond in transit to Canada, provided the Canadian import license covering the shipments, or proper proof of the issuance of such license, is presented to the collector of customs. (This supersedes PBF-12 as to in bond transit shipments to Canada.)

PBF No. 26.—Covering the importation of surplus stores and supplies which the Bureau of Transportation of the War Trade Board may order removed from vessels in United States ports.

Import Restrictions.

In furtherance of the ruling set forth above, the War Trade Board has notified all shipping companies and shipping agencies that vessels sailing from foreign ports on or after October 1, 1918, will not be permitted to unload any shipment of restricted commodities for importation into the United States, except coin, bullion, and currency, unless such shipment is covered by an invoice duly certified by the appropriate United States consular officer, or unless said shipment is covered by one of the "PBF" or general licenses; and that if any shipping company shall bring to the United States any restricted commodity not so covered by such consular invoice, said company will be compelled to return said commodity to the port of origin at its own expense. Shipping companies will be protected, however, in accepting freight provided they make certain that the invoice covering the commodity has been duly certified by the American consular officer.

This policy has been made necessary by the fact that since the restrictions upon imports became effective many shipments have arrived at United States ports for the importation of which no licenses have been issued. These shipments have, in many instances, been unloaded and have caused great congestion of the docks and warehouses.

It is expected that the precautions now taken will prevent this and thus facilitate the handling of foreign trade as well as the enforcement of the import restrictions adopted for the purpose of conserving tonnage.

CROPS IN MESOPOTAMIA.

[Consul Oscar S. Helzer, Bagdad.]

From exhaustive inquiries made concerning the crops in Mesopotamia for 1918, the unanimous opinion is that the barley crop has been unusually large—from four to five times the crop of last year—and the quality good. Especially in the Euphrates Valley, from Musayeb above the great Hindiah Barrage down to Abu Sukhair, the official estimate places the crop at three times the best crop ever raised. This applies to barley and wheat. The crops on the River Hai, connecting the Tigris River with the Euphrates River midway between Bagdad and Bassorah, are reported as excellent. In the Suq area the yield is above an average of a normal winter crop. The official estimate for all of Mesopotamia shows a surplus of 120,000 tons of barley and wheat after supplying the civil inhabitants. In 1912, 146,000 tons were exported from Bassorah, the highest figure heretofore known.

Much of the seed was brought from India by the British authorities and supplied on shares, as the farmers did not have the necessary seed.

Up to the end of June conditions were favorable for the date crop. The estimated yield for this year is placed at 100,000 tons of dates.

SPECIAL SALES OF LAMBS IN SCOTLAND.

[Consul H. Abert Johnson, Dundee, Aug. 23.]

Messrs. Harrison have concluded their three days' sale at Lockerbie, when about 8,000 Cheviot and blackfaced ewes were brought under the hammer. The prices realized for Cheviots, with few exceptions, were considerably below those of last year. Best lots of top lambs brought from £2 (\$9.73) to £2 15s. (\$13.38), the latter figure being obtained in two instances. Second-class lambs showed a big drop from last year's extreme values, bringing from £1 6s. (\$6.32) to £1 16s. (\$8.76); while small lambs realized from 14s. (\$3.41) to £1 2s. (\$5.36). Blackfaced lambs were a small show, but sold better than Cheviots, reaching a value of £1 10s. 6d. (\$7.42).

At the annual opening sale of cross lambs and blackface ewe and wether lambs held by Macdonald, Fraser & Co. (Ltd.), 1,550 lambs were sold. On account of the restriction imposed by the Board of Agriculture in this area, the show of lambs, both cross and blackface, was much smaller than in former years, but for those on offer a very good demand was experienced at prices quite in keeping with those ruling at other centers, and practically all lots were sold as they passed through the ring.

Prices Realized at Sale in Aberfeldy.

The following prices were realized for the different lots of cross lambs: Callelochan, £1 12s. (\$7.78); Ardradnaig, £1 12s. (\$7.78); Pitcairn, £1 16s. (\$8.75); Cultullich, £2 0s. 6d. (\$9.85); Toberindienich, £2 (\$9.73); Findynate, £1 13s. 9d. (\$8.21); Margimore, £1 17s. (\$9); Lednaskea, £1 18s. 3d. (\$9.30); Croftnamuick, £1 19s. 6d. (\$9.60); Tominthold, £2 2s. 3d. (\$10.28); Carse, £2 2s. 6d. (\$10.34); Aoden, £2 8s. (\$11.68); Tulliepowrie, £1 11s. 3d. (\$7.60); Tirinie, £2 3s. 6d. (\$10.58); Dunacree, £1 13s. 9d. (\$8.21); Kepranich, £1 12s. 9d. (\$7.96); Tombuie, £1 10s. 6d. (\$7.42); and Diniful, £1 10s. (\$7.29).

Blackface wether lambs were sold at the following prices: Ardradnaig, 7s. 6d. (\$1.82); Lurgloman, 10s. (\$2.43); Skiag, 15s. 6d. (\$3.77); Callelochan, 13s. 6d. (\$3.29); Garrows, 16s. 3d. (\$3.95); Croftness, 15s. 6d. (\$3.77); Lurgan, £1 2s. 3d. (\$5.42); Glengowlandie, 14s. 6d. (\$3.53); and Kepranich, 11s. (\$2.68).

The prices realized for blackface ewe lambs were as follows: Skiag, 16s. 6d. (\$4.02); Garrows, £1 2s. 3d. (\$5.42); and Glengowlandie, 16s. 6d. (\$4.02). Duntuim sheep sold for £3 (\$14.60).

MARKET FOR COTTON GOODS IN MEXICO.

[Consul John A. Gamon, Acapulco, Aug. 26.]

There are prospects of a fair demand for textiles of the following lines in Acapulco in the near future: Drills, white goods, gingham, zephyrs, and prints.

This consulate will be glad to place on file in its reading room samples, catalogues, etc., for the attention of merchants of this port.

Where possible, widths, size of piece, thread count, and approximate prices should be given. If packing and lading charges are to be added, this should be indicated.

RECENT ITALIAN DECREE AFFECTS COAL TRADE.

[Consul General David F. Wilber, Genoa, Aug. 19.]

The prompt unloading of cars containing fuel is made obligatory upon consignees under a decree that went into effect on August 10, which also assesses against them all demurrage charges. The quick clearance of fuel cargoes is, of course, the object sought, and in order that this may not be hindered by disputes over the acceptance of shipments the decree provides for the inspection of fuel consignments by a Government official and the immediate settlement of all matters in controversy. The provisions of the decree on this point are:

ARTICLE 2. When a consignee does not intend to keep the combustible received, he must give telegraphic notice to the Commissariat General for National Fuel within five days from the arrival of the goods at the railway station, stating the reasons for the refusal.

The Commissariat General will order, as soon as possible, the ascertainment of the quality of the combustible in relation to the reasons given for the refusal, by means of an examination on the spot by a technical functionary of its own, a representative of the furnishing firm, and one of the consignees.

ARTICLE 3. On the basis of the result of the examination on the spot, which must be considered valid even in case of absence of one or both of the representatives of the parties, the Commissariat General decides unappealably as to the points in dispute.

Provisions Relating to Quality of Fuel.

Article 4. Whenever on account of the particular nature of the consumer's plants the fuel might prove unutilizable, the furnishing firm must provide for its withdrawal and for the reimbursement of all the expenses incurred by the consignee. If the utilization of the fuel can be only partial, a suitable reduction on the price shall be established without prejudice to the other measures which may be adopted against the furnishing firms whose fuel gives rise repeatedly to complaints recognized as just.

Article 5. The withdrawal of the goods being decided on the Commissariat General for National Fuel shall fix for the furnishing firm the date within which the removal must be accomplished. Such date having passed without the withdrawal having taken place, all obligation in regard to it on the part of the consumer ceases.

Article 6. Whenever complaint may not have been made within the five days as stipulated in article 2, the consignee shall not have the right to make any objections in regard to the fuel received; it being, however, within the power of the Commissariat to give course to the complaint, having taken into account the causes of the delay.

Article 7. In the case of compressed fuel, should notable differences be found between the heating power, the percentage of ash, and the humidity of the fuel supplied and that of the sample by which the price was fixed, the furnishing firms can not invoke as an excuse the quality of the powdered material used in the manufacture; it being their absolute duty to assure themselves beforehand that the raw material used, subjected to the best technical processes, allowed the manufacture of a product in conformity with the sample presented for the fixing of the price.

Cotton Imports for Seven Months at Genoa.

Imports of cotton into Genoa, Italy, from January 1 to August 1, 1918, totaled 185,339 bales, according to a report from Consul General David F. Wilber. Of this amount 120,131 bales were received from the United States, 48,048 bales from India, and 17,160 bales from Egypt.

RULES OF EGYPTIAN COTTON CONTROL COMMISSION.

[Consul General Robert P. Skinner, London, England, Aug. 21.]

Rules governing the sales of cotton for export have recently been issued by the Egyptian Cotton Control Commission. These rules give in detail the course which export transactions in Egyptian cotton must follow, stipulating the class of persons privileged to buy cotton for export, regulating the allotment of available stocks, etc.

The full text of the rules, as given in Lloyd's list for August 21, follows:

(1) The Cotton Control Commission will sell cotton for export to (a) persons or firms in Alexandria authorized by the commission to export cotton, and (b) spinners who may apply direct to the commission.

The terms in either case will be the scheduled prices f. o. b. (Alexandria for cash on delivery).

(2) Intending purchasers must state the number of bales required, the type or types, and the country of destination. They must also state whether the order is for account of a spinner (whose name must be disclosed on demand, either by the exporter or the importer, direct to the commission by cable), or for account of a merchant in the country of destination. In cases of applications for countries where permits for import are needed, satisfactory evidence of the possession of such permits may be required.

(3) The commission will publish weekly a list of the steam-pressed stock it has available for sale; allotment of cotton will be made weekly to applicants for purchase only to the extent of these stocks. Applicants whose orders have not been filled will be advised by the commission to that effect, and it will be necessary for them to repeat their application for a subsequent allotment.

Procedure When Sample Does Not Equal Type.

(4) The purchaser to whom cotton has been allotted will be advised of the marks and numbers of the bales and will be given a small sample of the pressing. If in his opinion the sample does not represent the type of cotton for which he has applied, he may call for an arbitration by three experts, to be appointed by the commission, and shall pay a deposit of £E10 (normally the Egyptian pound is equivalent to \$4.943 United States currency) for each lot of 50 bales or less.

If the arbitration decides that the cotton is not equal to type, he will be given priority at the next allotment for a similar quantity of cotton of the same type and the fee will be reimbursed.

If the arbitration proves that the cotton is equal to type, the deposit shall be forfeited and the purchaser shall be required to accept the lot.

Except in cases of obvious error the responsibility of the commission for the quality of the cotton of which it has effected the sale shall cease.

(5) Applicants must take delivery of cotton allotted to them on being advised by the commission that shipping space is available, but the commission will endeavor as far as possible to meet the wishes of buyers by delivering from the cotton allotted to them any lots for which they desire priority.

Exporters must pay for cotton on the basis of the pressing companies' weights before they withdraw it from the commission's stores, and the commission will accept responsibility for short weight only for the amount by which the deficiency shall exceed one-half of 1 per cent, according to official landing weights at the port of destination. But as the commission's sale price is expressed to be f. o. b., it will refund to the exporter such reasonable expenses as he may incur for putting the cotton on board ship.

(6) The customs authorities in Egypt will require for all cotton shipped an export permit, which will be issued by the commission at the time of delivery. The exporter shall also conform to any regulations issued or that may be issued concerning the export of cotton from Egypt or its import into the country of destination. It is a condition of any sale of cotton made by the commission that if the cotton is refused shipment by the competent authority it shall be restored to the commission, which will refund the amount paid for it, and the whole transaction as between the commission and the purchaser may at the absolute discretion of the commission be canceled.

No cotton sold by the commission shall be exported that does not bear the commission's marks.

(7) The commission may at its sole discretion as to quantity and quality, offer to exporters cotton for shipment on consignment to the United Kingdom. If the exporter accepts the lot offered the conditions of sale will be the same as those set forth in paragraphs 4 and 5. Advice of such consignments will be sent by the commission to the Egyptian official-values committee, Liverpool.

Cash Deposit Required—Complaints Regarding Weight or Quality.

(8) (a) Spinners who apply to the commission for a direct sale of cotton shall, when required, deposit with the commission on Egypt an amount sufficient to cover the value of the cotton, the cost of freight, and incidental expenses. In lieu of a cash deposit the commission will accept a confirmed banker's credit at sight on London in its favor.

(b) If the spinner wishes the commission to affect insurance against marine and war risks, a further sum sufficient to cover both premiums shall also be included. The commission will place the risks to the best of its ability but without responsibility.

(c) A fee of £T 10 (the Turkish pound is equivalent to \$1.40 United States currency at normal exchange) per bale, plus out-of-pocket expenses, will be charged by the commission in respect of orders passed to it direct.

(d) Any complaints regarding qualities or weights of lots shipped to the United Kingdom direct by the commission shall be dealt with under the arbitration rules of the Manchester and Liverpool Cotton Association.

Any such complaints as regards lots shipped elsewhere than to the United Kingdom shall be addressed to the commission.

(e) The commission will accept responsibility for short weight only for the amount by which the deficiency exceeds one-half of 1 per cent.

(f) The commission will see that spinners' applications are renewed at the weekly allotment referred to in paragraph 3.

(g) Except as specified in the present paragraph orders given direct to the commission will be subject to the same regulations as those set forth above concerning orders placed through export firms.

[A report on the rules governing the purchase of cotton by the Cotton Control Commission was published in *COMMERCE REPORTS* for Aug. 17, 1918.]

WILD COCOON CROP IN SOUTHEASTERN MANCHURIA.

[Consul John K. Davis, Antung, China, July 23.]

One of the principal industries of southeastern Manchuria is the rearing of the silkworm that produces the "tussah," or wild silk, from which all pongee fabrics are woven. This variety of silkworm is known to the Chinese as the mountain silkworm, owing to the fact that it is fed upon the leaves of a variety of dwarf oak found on mountain sides throughout this entire district.

Two crops of cocoons are produced each year, one in the spring and the other in the autumn. The first crop is used principally to obtain eggs for the second, which is the more important and furnishes the major part of the commercial supply.

The 1918 spring crop of cocoons is approximately 10 days late and is considerably smaller than usual. The quality is also much poorer than in normal years, due, it is said, to the abnormally large rainfall in the late spring and early summer. As a result of the unsatisfactory quality the price per 1,000 cocoons is \$3.80 local currency (equivalent to \$2.40 American currency at prevailing exchange), as compared with \$5 local currency (equivalent at the then prevailing exchange to \$2.20 American currency) for July, 1917.

The amount of the 1918 spring crop is estimated at 14,000 baskets of 30,000 cocoons each, as compared with 16,000 baskets in 1917.

NEW LAW ON RAILWAY CONCESSIONS IN VENEZUELA.*[American Minister Preston McGoodwin, Caracas.]*

The National Congress of Venezuela has passed a law, approved by the President on June 4, 1918, referring to railway concessions in Venezuela. Such articles contained in this law as are new or change similar provisions in old laws are as follows:

ART. 3. The Government of the Republic will guarantee no interest on capital invested in the construction of railways.

ART. 11. A contractor for any railway is obliged to make a cash deposit of an amount proportionate to the length of the line and the width of the gauge, as follows: .610-meter gauge, 600 bolívares per kilometer; .915-meter gauge, 900 bolívares per kilometer; 1.07-meter gauge, 1,000 bolívares per kilometer; and 1.435-meter gauge, 1,400 bolívares per kilometer. The Federal executive may reduce this deposit at his discretion by as much as 15 per cent.

ART. 25. The Federal executive may or may not reserve in contracts the right of buying the railway and its equipment with six months' notice to the enterprise. It is optional to the Government to make this purchase upon appraisal, paying a 20 per cent premium on the value of the enterprise, or by paying the price represented by value of the capital stock at the time of purchase with a premium of 10 per cent. In all cases of purchase the appraisal shall be made by experts, and the purchase price shall be paid to the enterprise upon transfer of property.

ART. 33. The Federal executive shall have the power to require a reduction of rates when the annual tonnage transported by the road shall exceed a certain amount to be fixed in each case. For the purposes of this reduction the following rules will be followed: If the average freight carried in any year shall exceed the amount fixed, the rate for the subsequent years shall be the reduced minimum rate; but if in any of the following years the annual tonnage shall again fall to a lesser amount, the rate in force for the succeeding year shall be the preceding maximum rate, and so on, successively.

ART. 43. In contracts for building railway lines the following franchises shall be granted:

(a) Free duty on importation during the first 25 years of the concession of rolling stock, engines, tools, utensils, and necessary implements for the building, exploitation, and maintenance of the line and its branches, it being understood that said franchise shall lapse if it be proved that any of the exonerated goods have been designed to uses other than those of the company which obtained the contract, without express permission from the Minister of Public Works. For the purposes of the exonerated of the custom duties the corresponding provisions of the Code of Finance must be complied with.

RELATION OF EXPORT FIRMS TO NATIONAL INTEREST.

In answer to an inquiry made to Provost Marshal General Crowder concerning the importance of exporting firms as related to the national interest during the war, Mr. B. S. Cutler, chief of the Bureau of Foreign and Domestic Commerce, has received the following letter:

DEAR SIR: Receipt is hereby acknowledged of your letter of the 10th instant inquiring whether a firm engaged solely in exporting goods from this country to foreign countries could be in any way considered as necessary to "the maintenance of the national interest during the emergency" in the sense that this phrase is used in the statement from this office published in the Official Bulletin for Monday, September 9, 1918.

Please be advised that district boards are charged with the duty of selecting the individuals whose engagement in industry, including agriculture, or whose occupations or employments are such as to require their continued service in civil life rather than in the Army.

E. H. CROWDER,
Provost Marshal General

By ROSCOE S. CONKLING,
*Lieutenant Colonel, Judge Advocate,
Chief Classification Division,*

SIX MONTHS' EXPORTS FROM STOCKHOLM TO UNITED STATES.

[Consul General Albert Halstead, Stockholm, Sweden, Aug. 15.]

The exports from Stockholm to the United States for the first half of the present calendar year were valued at \$693,890, a total which is much reduced by reason of the American embargo and tonnage difficulties. The most important items were measuring tools, valued at \$165,308; cream separators, \$157,440; steel products, \$138,329; machinery and parts, \$84,105; and rough iron bars, \$74,254.

The articles invoiced at the consulate general for the United States were as follows:

	Quantity.	Value.		Quantity.	Value.
Books.....		\$3,811	Skin, raw sabel.....pounds..	120	\$3,806
Cream separators.....		157,440	Steel:		
Cutlery.....dozen..	4,664	19,420	Bars and bundles.....do....	901,683	77,173
Etchings.....		8,733	Billets.....do.....	284,086	7,357
Household effects.....		186	Tools.....do.....	178,792	7,679
Iron:			Wire rods.....do.....	497,392	45,518
Rough bars.....pounds..	1,438,031	74,254	Telephone material.....		625
Cylinders.....		13,946	All other articles.....		19,529
Machinery and parts.....		84,105			
Measuring tools.....pieces..	26,009	165,308	Total.....		693,890

LACES AND EMBROIDERIES IN WEST AFRICA.

[Consul W. J. Yerby, Dakar, Senegal, July 30.]

No laces, embroideries, or dress trimmings of any kind are produced in West Africa. Of machine-made goods, principally cotton, large quantities are imported, being supplied chiefly by England, France, and Switzerland. The native women use them in embroidered under and top skirts, chemises, chemisettes, and kimonos. This is true as regards the native women in all West Africa, even in the far interior. They fancy the top chemisette, or short chemise, worn as a kimono. For the most part the goods are embroidered, but many have begun to wear garments with insertions and laces.

Light figured and flowered voiles and dimities are well liked in Senegal. Many of the women are seen wearing some of the best qualities of these goods, especially the voiles, though, of course, the cheaper grades of the dimities find a larger sale.

While no statistics of imports are available, the trade undoubtedly is of sufficient importance to cultivate. All the large importers are more or less interested in these articles, as in cotton goods generally, and would appreciate samples with price lists.

[A list of the principal West African traders can be had from the Bureau of Foreign and Domestic Commerce or its district and cooperative office by referring to file No. 83206.]

FUSION IN SWEDISH BALL-BEARING INDUSTRY.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

An important fusion will shortly take place within the Swedish ball-bearing industry, the Nordiska Kullager A/B having bought the majority of shares in the Baltiska Kullager A/B. The Baltiska Kullager A/B has a capital stock of 8,000,000 crowns, and the Nordiska Kullager A/B will therefore have to extend its capital with 4,000,000 crowns, whereby the capital of this company will be nearly 22,000,000 crowns. Last year Nordiska Kullager A/B paid a dividend of 10 per cent.

EXPANSION OF NORWEGIAN INDUSTRY DURING THE WAR.

[From Goteborg Handels och Sjöfartstidning, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

It is well known that the war period has caused considerable capital to accumulate in certain quarters of the neutral countries. This is especially the case in Norway, whence come now and then reports of fortunes made in an incredibly short time. It is interesting to know how this capital is being used in productive enterprises. At the close of 1916 about 632,000,000 crowns (1 crown=\$0.268 at the normal rate of exchange) was invested in Norwegian industrial enterprises. During 1917 about 191,500,000 crowns were invested, making a total capital at the end of 1917 of 823,500,000 crowns. The capital invested in 1917 was divided as follows: Coal mines, 10,150,000 crowns; metal industry and mechanical works, 36,367,000 crowns; metallurgy, 16,232,000 crowns; chemical industry, 25,171,000 crowns; paper industry, 13,801,000 crowns; wood, horn, and bone industry, 23,968,000 crowns; food and stimulants, 22,999,000 crowns. About 5,500,000 crowns have been subscribed for the mining industry, and for the electrical industry about 7,000,000 crowns. Adding to this about 7,500,000 crowns in electric power and light works, the amount expended on the electrification of the country was considerable. In the textile industry was subscribed about 6,000,000 crowns, and the canning industry about 4,667,000 crowns, which, however, is included in the figure previously given for food and stimulants.

With regard to the largest of the above figures, that for the metal industry and mechanic works, less than 67,000,000 crowns was invested at the end of 1916, so that in 1917 the capital increased 54 per cent. Compared with these figures, the interest shown in the iron industry is not great. This matter has caused some concern, and has therefore been treated by a special committee. It seems that the suggestions of this committee may to some extent stimulate the interest in this important branch of industry.

Upon the whole it may safely be said that Norwegian industry of late years has seen a development caused by abundant capital and the necessity that the war has brought about for the country to supply its own needs. Efforts have been made to introduce more rational working methods and greater economy and effectiveness.

EXCHANGE OF GOODS BETWEEN DENMARK AND GERMANY.

[Special Agent Norman L. Anderson, Copenhagen, Denmark.]

Negotiations were carried on in Copenhagen in July between delegates from Germany and Austria-Hungary and from Denmark regarding the exchange of goods between these countries for the four months from August 1 to November 30. The negotiations resulted in an agreement for import to Denmark of coal, salt, iron, and steel, shipbuilding material, various chemicals and medicinal goods, potash, soda, chloride of lime, stearine, turpentine, benzine, lubricating oil, paraffin, red clover seed, sugar-beet seed, and a quantity of petroleum especially for fishing boats, which is to be distributed by a special committee for this purpose appointed by the Government.

With regard to Danish exports, an agreement was made regarding the prices for the next four months.

SPANISH GOVERNMENT TO CONTROL OUTPUT OF POTASH SALTS.

[Consul Ely E. Palmer, Madrid, Aug. 8.]

The Gaceta de Madrid of July 28 contained the text of a law dated July 24, 1918, whereby the Spanish Government assumes supervisory control of all national mining concessions already granted or to be granted producing potash salts and other substances entering into the manufacture of fertilizers. Work in such mines will be under the supervision of the mining inspector of the district in which the concessions are located.

To survey and exploit the already discovered sources of potash in the Provinces of Barcelona and Lerida owned by the Government, an appropriation of 80,000 pesetas (\$15,296 at 5.23) has been authorized by the law above referred to.

Whenever the total national production of potash salts reaches 50,000 tons or more per year, a special office will be created to regulate such production, and the quantities and proportion to be produced by each mine will be determined by the office in question, and work in such mines can not be diminished or stopped without the assent of the mining inspector of the district.

PREPARATION OF FISHERY PRODUCTS FOR THE TABLE.

The Bureau of Fisheries Bulletin for September says that the bureau has recently equipped in Washington, D. C., a temporary experimental kitchen, in which to conduct experiments to determine the best methods for preparing fishery foods for the table, particularly the new, the little used, and the neglected products of the fisheries.

With the completion of the kitchen early in August, experiments were begun with various products. During the month about 20 products were tried in various ways for a total of over 140 individual methods of preparation.

Among the products tested were canned river herring, herring roe and buckroe, menhaden, elops, drum, cod buckroe, mussels, and squid; flaked drumfish, rockfish, and grayfish; processed and dehydrated whiting and whiting roe, cod, hake, and cusk. The results of these experiments are most encouraging, and emphasize the importance of educating the housewife in a variety of ways of preparing fishery products.

IMPROVED HARBOR FACILITIES AT BAHIA.

[Vice Consul Albert G. Coffin, Jr., Bahia, Brazil, Aug. 9.]

The dock company of the port of Bahia has just put into operation a partial section, 250 meters long (about 820 feet), of the port works. When fully completed this section will be 500 meters long. The minimum depth of water alongside this section of the dock is 10 meters (about 30 feet). One electric and one steam crane, each of 3 tons capacity, have been temporarily installed. When it is in complete working order there will be 8 electric cranes of 3 tons each and 1 electric crane of 15 tons capacity. This section of the dock is to be used in the loading of ores and at present it is expected that 4,000 tons can be loaded in each 24 working hours.

MANUFACTURE OF LACQUER WARE IN BURMA.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

The manufacture of lacquer ware is quite an important industry in Burma and affords a living for a great many people, particularly at Pagan and neighboring villages along the Irrawaddy River about 100 miles below Mandalay. Pagan, which was the capital of the Burmese Kingdom from the second to the fourteenth centuries, when Burmese architecture was at its height, is now a little village of a few hundred inhabitants, visited only by tourists attracted there by its ancient architectural ruins. Prome and other cities used to be centers of lacquer-ware manufacture, and a crude class of ware is made in the Shan States, but the most artistic product comes from Pagan.

The lacquer used in Pagan and neighboring places comes from the Shan States. It is obtained from the thitsi tree (*Melanorrhoea usitata*) in somewhat the same manner as rubber is obtained from the *Hevea brasiliensis*. The thitsi sap is at first a grayish fluid, but it thickens and turns black on exposure. It is lustrous and takes a fine polish.

Principal Articles—Bamboo Framework Used.

The articles manufactured at Pagan consist of simple domestic utensils for native use and ornamental work for natives and Europeans, such as bowls of all kinds, cylindrical betel boxes, rectangular cigar boxes, cigarette cases, collar boxes, tables, walking sticks, and tubular roll cases; in fact, almost any article may be made to order.

The framework of the article is generally made of closely woven bamboo. It is painted with lacquer, dried, scraped with a knife, calked with mud, then repeatedly dried; it is then scoured with a powder made of silicified wood and painted until a smooth surface is obtained, after which it receives three coats of lacquer and a finishing coat of "shansi" (a vegetable oil obtained from Moulmein or the Southern Shan States), and is finally smoothed again and polished. The framework of some articles is made of horsehair mixed with bamboo or entirely of horsehair, and these articles are much more flexible and elastic than those made entirely of bamboo.

Skill Required in Applying Designs.

Articles made of Burmese lacquer are normally black, but the last coats of lacquer are usually colored with vermilion, which gives a dark red color. In the ornamental work, the designer scratches the design into the surface with a pointed knife before the article is painted. This is the most skillful part of the work, for the patterns are often of extreme delicacy and perfection. In Pagan and surrounding villages there are only 10 or 12 skillful designers. They receive 15 rupees (\$4.87) per month, which is twice the wages of the other artisans engaged in the manufacture of lacquer ware. The designs represent scenes from real life or from Burmese history or legend, and inscriptions make it easy to read the story represented. After the design is made, the article is painted with one of the colors, and before it is thoroughly dry the paint is scoured off with water and paddy-husks, leaving the scratches full of the color applied. If

more than one color is desired, the article is scratched with another design, painted with another color, and scoured; and so on until the desired design is completed, when the article receives a final coat of polish.

Output Sold to Natives and Tourists.

Lacquered articles are substantial and durable and make up a fair proportion of the household utensils used by the natives of Burma. Some of the articles made in Pagan and neighboring villages are sold to natives in the local bazars or to tourists and to native and European passengers on the steamer of the Irrawaddy Flotilla Co. which halt at Pagan and at Nyaung-U, about five miles above Pagan; other lacquer ware is sent to Rangoon, Mandalay, and other towns. Few articles are exported except by tourists.

The leading artisans of lacquer ware in Pagan are Maung Saing and Maung Sein Daung. The wares of these shops win certificates and medals at the Arts Handicrafts Exhibition held at Rangoon every December or January and have won honors of various kinds at many other exhibitions at Mysore, Allahabad, and other places in India.

[For an earlier reference to this see COMMERCE REPORTS for Mar. 23, 1917.]

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

White duck, No. 5407.—Sealed proposals will be received at the office of the Quartermaster General, 109 East Sixteenth Street, New York, N. Y., until September 23, 1918, for manufacturing white duck coats and trousers.

Panama Canal supplies, No. 5408.—Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until September 23, 1918, for furnishing, by steamer, free of all charges, on dock at either Cristobal (Atlantic port) or Balboa (Pacific port), Canal Zone, Isthmus of Panama, the following: Dies, urinals, cut-outs, electric switches, sockets, truck lights, black-tin pipe, siphons, pipe, fittings, valves, magnesla, pipe covering, rubber hose, leather belting, rubber belting, canvas belting, flags, chair seats, water-closet seats, paper, cardboard, manila containers, memorandum and record books, lead pencils, cabinet perforations, furnace cement, foundry clay, fire brick, pine-tar oil, dry Indian red, zinc oxide, and lumber. Circular No. 1230.

Caps, No. 5409.—Sealed proposals will be received at the office of the Quartermaster General, 109 East Sixteenth Street, New York, N. Y., until September 23, 1918, for manufacturing oversea caps and winter caps.

Post-office repairs, No. 5410.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until October 7, 1918, for special repairs at the post office and courthouse at Binghamton, N. Y.

Building construction, No. 5411.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until October 7, 1918, for the construction (except the mechanical equipment) of the immigration station at Boston, Mass.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Aplarists' supplies	27493	Lumber	27489
Beans and peas	27492	Machinery	27487, 27491
Codfish	27492	Metal goods	27491
Cotton and wool products	27495	Motors and motor cars	27491
Fruit extracts	27488	Plumbers' and tinnerns' supplies	27494
General merchandise	27487	Sirups and flavors	27488
Live stock	27487	Textiles	27495
Hardware	27491	Tools	27491
Household articles	27490	Tractors	27491

27487.*—A firm in Brazil desires to secure agencies for the sale of machinery and accessories of all kinds for the manufacture of rubber goods, resin, turpentine, chemical products, sugar, alcoholic beverages, thread, textiles, matches, explosives, etc.; materials for designing, construction work, railways, waterworks, sewers, electric illumination, pavement, irrigation, street cars, automobiles, for the manufacture of matches and explosives, for making beer, liquors, confectionery, etc., and for the manufacture of glass and granite utensils, etc.; supplies for naval and military forces, etc.; agricultural machinery; smelting plants, etc.; construction materials of all kinds; metal products; clothing; jewelry; dry goods; metals of all kinds; oils; slaughtering plants; incinerators for garbage; drugs, medicines, etc.; paints; electrical supplies; hides and leather; rubber goods; foodstuffs; medical instruments; cement; paper and office supplies; thoroughbred breeding cattle, etc. Correspondence may be in English. References.

27488.†—A man in Cuba desires to represent American manufacturers of fruit extracts, sirups, and flavors. Full information in regard to conditions of sale, agency, etc., should be submitted.

27489.†—A member of an American trade organization in Italy wishes to be placed in communication with American lumber exporters and importers.

27490.*—An agency is desired by a man in France for the sale of aluminum and enameled household articles. Correspondence should be in French. References.

27491.*—A man in Switzerland desires to secure an agency for the sale of motors, tractors, motor cars, tools and hardware, machinery in general, and all kinds of metal goods. Quotations may be made f. o. b. New York. Correspondence may be in English, but French is preferred. References.

27492.†—A firm in Cuba wishes to represent American exporters of beans of all kinds, Japanese peas, and codfish. References.

27493.†—A governmental agricultural agency in a foreign country wishes to be placed in touch with American manufacturers of articles for the bee industry with a view of making purchases.

27494.*—A firm in Chile is in the market for tinnerns' and plumbers' tools and supplies. Payment will be made by cash against documents in New York. Correspondence should be in Spanish. References.

27495.*—A man in Switzerland desires to purchase or secure an agency for the sale of textiles and cotton and wool products, such as hosiery, underwear, overcoats, and all goods along this line. Correspondence may be in English. References.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year

No. 221 Washington, D. C., Friday, September 20 1918

CONTENTS.

	Page.		Page.
Commercial and shipping agreements with Denmark-----	1073	French red earthenware and clay pottery-----	1083
Important articles of import into Australia-----	1076	Construction of a modern hotel in Cienfuegos-----	1087
Marking of sockeye salmon on Puget Sound-----	1076	Danish substitute for tin boxes-----	1087
Changes in enemy trading list-----	1077	Modern hosiery mill at Shanghai-----	1088
Land revenues in Burma-----	1079	Price of meat in Queensland-----	1088
Market for tractors in Cuba-----	1082	Market for photographic films-----	1088

COMMERCIAL AND SHIPPING AGREEMENTS WITH DENMARK.

Danish-American commercial and shipping agreements, which have been the subject of negotiation between the War Trade Board and a special Danish mission in Washington for some time past, have been concluded successfully. The agreements, which follow the same general lines as those earlier concluded with the two other Scandinavian powers, assure to Denmark a supply of various foodstuffs, metals, machinery, textiles, nonedible animal and vegetable products, chemicals, drugs, and other commodities required for its needs in an aggregate quantity of well over 352,000 tons annually.

Pursuant to the agreement a number of vessels sufficient to carry the enumerated commodities home to Denmark will be placed at the disposal of Denmark out of the tonnage which at present is employed in overseas trade.

The rest of the Danish tonnage in overseas trade will remain at the disposal of the United States and associated powers.

No articles imported into Denmark under the provisions of the agreement are to be directly or indirectly exported from Denmark to the Central Powers nor to any neutral country where such exportation will directly or indirectly serve to release for export to Germany or her allies any article or commodity of whatever origin. Nor shall commodities which the United States or its associates in the war furnish Denmark be used in the production of any commodity to be exported to the Central Powers. In return for the facilities for such supplies the agreement provides for a restriction and distribution of exports of food products to the Central Powers and our European associates along the lines of existing restrictive agreements.

A feature of the agreement is the encouragement and facilitation of inter-Scandinavian trade, under which a considerable proportion of Denmark's exportable surplus will assist in satisfying the food needs of her neighbors, Norway and Sweden.

The War Trade Board for its part guarantees that export licenses and shipping permits will be granted to Denmark for the export to Denmark of the commodities enumerated in the agreement.

Supplies for Denmark.

The annual quantities (in metric tons) of supplies for Denmark under the general agreement concluded between the War Trade

Board and a Danish special mission and signed in Washington September 18, 1918, are as follows:

Foodstuffs:	Tons.
Cornstarch	1,000
Rice	4,000
Sago and tapioca and products	3,000
(Above quantities conditional upon no exportation of cereals or cereal products to the Central Powers.)	
Pork casings	300
Coconut, desiccated	150
Apricot and peach kernels	100
Other nuts and kernels	500
Glucose	250
Apples, bananas, and citrus fruits	7,000
Dried fruits	3,000
Canned fruits	200
(Fruit exports conditional upon no exports of fruits or berries to the Central Powers.)	
Coffee	16,000
Tea	600
Cocoa	2,000
Spices, not including cumin	500
Pepper	140
Stearine	600
Total	39,340
Fuels and oils other than edible:	
Kerosene, gasoline, lubricating oils, and greases, crude petroleum and dark refuses, including not over 7,000 tons lubricating oils	80,000
Castor oil (medicinal)	10
Linseed oil	6,000
Paraffin	400
Soaps and powders	400
Total	86,810
Metals, machinery, and instruments:	
Copper and manufactures of (including brass)	3,500
Brass wire	34
Brass wire screens for paper making	20
Brass screws	36
Iron and steel products, including shipbuilding material (shipbuilding material to be subject to special agreement)	150,000
Electric lamps	70
Manganese dioxide	600
Nickel and manufactures	14
Antimony	25
Aluminum and manufactures	132
Lead and manufactures	3,000
Tin and tin plate	(*)
Zinc sheets	300
Zinc and manufactures	2,700
Silver and manufactures	14
Total	160,445

In addition various instruments for technical, scientific, and nautical purposes (if approved); motors, automobiles, and parts (excluding tires); electrical machinery, bicycles, and bicycle parts (excluding tires); typewriters, accounting machines, office equipment supplies, sundry machinery, and parts (if approved); hand tools of various kinds, hardware, in quantities in accordance with actual Danish requirements for home consumption.

* Quantity to be later agreed.

Fibers and their products:

	Tons.
Raw cotton and cotton waste.....	5,000
Cotton thread and yarn.....	2,000
Cotton manufactures.....	4,000
Hemp.....	3,000
Cordage.....	800
Jute.....	420
Silk manufactures.....	200
Blinder twine.....	1,600
Wool, shoddy, and yarn.....	1,500
Woolen goods.....	1,200
Vegetable fibers.....	1,000
Total.....	20,720

Nonedible animal and vegetable products:

Cork and manufactures.....	1,200
Heavy hides.....	3,000
Leather soles, upper leather, belting, lacquered and dyed leather.....	800
Boots and shoes.....	280
Leather goods (manufactured).....	200
Crude rubber.....	130
Bicycle tires.....	100
Rubber footwear.....	100
Machine packing.....	100
Motor and motorcycle covers and tubes.....	250
Other rubber articles and manufactures.....	100
Tobacco.....	5,700
Feathers.....	700
Various glues and limes.....	500
Total.....	13,160

Wood, pulp, paper, plants, and seeds for sowing:

Various woods (not including walnut, spruce, or mahogany).....	300
Furniture and other approved manufactures in accordance with Danish needs.....	
Flower bulbs.....	740
Timothy and other grass seeds (not including clover seed of any variety).....	1,250
Vegetable tanning materials (30 per cent extract).....	6,000
Bamboo.....	100
Total.....	8,390

Chemicals, drugs, earth, minerals, and miscellaneous:

Lime borate.....	200
Coal pitch.....	600
Calcined soda, caustic soda, soda ash.....	12,500
Sulphur.....	270
Citric acid.....	20
Beeswax, not to exceed 20 tons.....	
Vegetable wax.....	120
Tragacanth and various gums.....	90
Shellac.....	90
Turpentine, refined.....	15
Turpentine oil.....	500
Mineral turpentine (for varnish).....	300
Zinc, lead, and other paints.....	2,500
Varnishes.....	700
Wood tar.....	900
Resin.....	1,500
Graphite.....	100
Asbestos (no crocidolite).....	275

Chemicals, drugs, earth, minerals, and miscellaneous—Continued.

	Tons.
Asphalt (not petroleum residue)-----	3,250
Talc-----	150
Total-----	24,030

In addition, chemicals (if approved), drugs, medicines and medicinal supplies, including mercury in medicinal form and for medicinal purposes and including instruments, sanitary goods, in quantities in accordance with actual Danish requirements for home consumption.

Grand total----- 352,895

IMPORTANT ARTICLES OF IMPORT INTO AUSTRALIA.

[Consul General J. I. Brittain, Sydney, Aug. 7.]

The Australian trade returns for May, 1918, show that imports of merchandise amounted to \$15,891,809 against \$24,731,134 for May, 1917. Imports of dry goods for the month of May, 1918, amounted to \$1,997,226, against \$6,352,418 for the same month in 1917, or a decrease of \$4,355,192. Total imports of merchandise for the 11 months from July 1, 1917, to May 30, 1918, amounted to \$270,190,012, against \$343,657,251 for the corresponding period in 1916-17, or a decrease of \$73,467,239.

A comparison of some of the principal imports for the 11 months, July to May inclusive, is as follows:

Articles.	Eleven months ended May 30—		Articles.	Eleven months ended May 30—	
	1917	1918		1917	1918
Apparel and soft goods.....	\$95,000,319	\$77,521,832	Machinery and implements.....	\$27,400,715	\$12,970,609
Boots and shoes.....	2,051,941	1,033,960	Manufactures of metals.....	14,652,705	10,825,013
Hats and caps.....	1,411,733	1,095,843	Railway material.....	353,561	43,555
Drugs and chemicals.....	7,291,876	7,253,275	Tinplates.....	6,142,789	3,228,363
Iron and steel:			India rubber goods.....	4,886,423	4,579,313
Bar, rod, etc.....	7,531,442	2,983,963	Jute.....	12,740,604	15,122,897
Galvanized plate and sheet.....	3,472,613	2,601,285	Paper.....	14,881,178	9,285,443
			Timber.....	6,960,852	6,133,524

MARKING OF SOCKEYE SALMON ON PUGET SOUND.

The tagging of sockeye salmon on Puget Sound and contiguous waters was conducted during July and August under the immediate direction of Henry O'Malley, field assistant, according to the September issue of the Fisheries Service Bulletin. The run of this species this year has been very light even for an "off" year. Five marking stations were established along the route of the migrating salmon, the most western being at Sooke, on Vancouver Island, British Columbia. About 4,400 fish, obtained in traps, were tagged and liberated; and up to the middle of August over 600 of the tagged fish had been reported as recaptured.

This work has attracted unusual local interest and should furnish valuable definite information of a character never before obtained. The data afforded by the returned tags are now being compiled.

The experiment has been made possible, and its successful outcome is due to the hearty cooperation of the fishing interests and the local fishery authorities.

CHANGES IN ENEMY TRADING LIST.

The following additions to the Enemy Trading List will be made as of date September 20, 1918:

ARGENTINA.

Balzer, Maximo, Buenos Aires.
Deussen & Henneberg (Herman Deussen; Ernesto Henneberg), Calle Montevideo 779, Buenos Aires.
Orloli, Fernando, Buenos Aires.
Pala, Pedro, y Cia, Rio De Janeiro 661 and Calle Salgueno 755, Buenos Aires.

BOLIVIA.

Compania Minera y Agricola Huari-Huari, Potosi.

BRAZIL.

Hutter, A. J., Rio de Janeiro.
Moser, Berto, Sao Paulo.
Salem Freres & Castoriano, Avenida Rio Branco 117-121, Rio de Janeiro.
Stodleck, Ernesto, Florianopolis.

CHILE.

Haverbeck & Company, Valdivia.
Haverbeck, Alberto (of Haverbeck & Company), Valdivia.
Haverbeck, Carlos (of Haverbeck & Company), Valdivia.
Schalweit, Rodolfo (of Haverbeck & Company), Valdivia.

COLOMBIA.

Fresen, Max, Bogota.

CUBA.

Berndes, Enrique Charles, Velado, Habana.

DENMARK.

Allgemeine Versicherung Gesfursee-
fluss und Landtransport, Copen-
hagen.
Bornholm Sild and Fiskekonserver-
ingsfabrik A/S, Copenhagen and
Honholm.
Dansk Handels and Industri Ass (di-
rectors, Jacob Anton Hansen, Vga
Walther, and K. Klerer), Copen-
hagen.
Grimmelman, Frederik, Copenhagen.

ECUADOR.

Balda, Cesar A., Manta.
Bruckman, L. E. Guayaquill.
Cueva, Toefilo Vilar, Quito.
Dassum & Company, Guayaquill and
Quito.
Lemos, Rafael, Esmeraldas.
Schneidewind, Paul C. (Paul T.), Rio-
bamba.
Sussman, Adolf, Cojimies.
Tramontapa, Lucas, Guayaquill.

GREECE.

Ghiolman, Freres, Constitution Square,
Athens.
Ghiolman, Michallis, Constitution
Square, Athens.
Ghiolman, Panayotis, Constitution
Square, Athens.
Hoffman, S. Et W., Salonika.
Daetz, Arnoldo, Coban.
Compania de Plantaciones Ozuna,
Rochela.

MEXICO.

Lima, Elias S. A. de, Mexico City.
Arreola, Jose Gomez, Guadalajara.
Brockmuller, Federico
Buckenhofer, Guillermo, Chihuahua.
Concha, Antonio de la, San Luis
Potosi.
Garcia Fuentes, Suers, Torreon.
Henschell, Edmund, Bajonera.
Linga, Carl, Mazatlan.
Milan, J., y Cia, Mazatlan.
Mora, F., & Company, San Blas.
Cia Quimica Nacional de Mexico,
Mexico City.
Reinbeck & Becker, Mexico City.
Seitz, Carlos, Mexico City.
Stauffer & Forster, Acaponeta.
Steger, Otto (La Union), Chihuahua.
Union, La (Steger, Otto), Chihuahua.
Velas, S. A., Cia de, Monterey and
Tampico.

MOROCCO.

Denkhans, Arthur (alias Pinesacassa,
Arture), Ceuta & Tetuan.
Grado, Emil, Ceuta & Tetuan.
Piensacassa, Arture (alias Denkhans,
Arthur), Ceuta & Tetuan.
Tornow & Company, Max L., Ceuta
& Tetuan.

NETHERLANDS.

Booy Bernard E. Scheepvaart and
Handelsmij, Rotterdam.
Laimbock, M., Rotterdam.
Nederlandsche Fabrick Van Kunst
Malsteenen en Compleete Maalin-
richtingen nv, Copen and Fringes,
Maastricht.
Rotterdamsche Stempelfabrick Suluis
B. L. Van Der, Rotterdam.
Sauter, A. F. M., Maastricht.

NETHERLANDS EAST INDIES.

Bandoengsche Tegelefabrick, nv., Ban-
doeng Java.
Begoer Koninklyke Utrechtsche Fab-
rick Van Juwelen Zilverwerken en
Penningen van C. J., Samarang.

Fares, M. A., Batavia.
 Guan Mo (or Moh), Medan.
 Kraaz, John, Lebong, Soelit, Bankoe-
 lan.
 Hadji, Mattjse, Batavia.
 Hadji, Saleh, Batavia.
 Hwass, Ivar, Sumwra.
 Jerschavek, L. H. A., Samarang.
 Lie Hip, Menado.
 Lie and Sic, Medan.
 Nio Tjoan Kiat, Saleir.
 Oel Kae Hong, Manado (and/or) Mac-
 assar.
 Nio Kok Kie, Macassar.
 Ong, Tjeng Ae (or Ong Tjing Ae),
 Gorontalo.
 Oriental Tabak Industrie Comp Plo-
 mer Sachs Coll, Samarang.
 Polak, A., Sourabaya.
 Tjn Tong & Company, Menado.
 Thoeng, Jeng Siang.
 Thoeng, Theng Ting.
 Thoeng, Theng Ting & Company.

PERU.

Moises, Jacobo, y Hermanos, Cuzco.

SALVADOR.

Bengoa, Federico, San Salvador.
 Deininger Hermanos, San Salvador.
 Duarte, F. I., & Company, San Sal-
 vador.
 Garcia, Saul, San Salvador.
 Hermann, Emillo, San Salvador.
 Laufer, Curt, San Salvador.
 Menjivar, Ricardo, San Salvador.
 Raensch, Louis, San Salvador.

Removals from List.

The following removals are made from the list:

ARGENTINA.

Boiso, Manuel, Sarmiento 643, Buenos
 Aires.

BRAZIL.

Borges, Antonio, Porto Alegre.

DENMARK.

Hommet, Valdekmar, Copenhagen.

GREECE.

Akif Hassan & Company, Salonika.
 Edhem, Muhliis, Salonika.
 Tani, Sebastiano, Salonika.
 Salonika Cigarettes Company, Sa-
 lonika.

MEXICO.

Arclineaga y Sotres, Mexico City.
 Austin, Carlos, Merido.
 Bernal, M. N., Nogales.
 Ruiz, E. R., Tampico.

Roeder, Max, San Salvador.
 Widawer, Alfredo, San Salvador.
 Widawer, Leon, San Salvador.

SPAIN.

Arregul, Antonio, Calle Velasquez 66,
 Madrid.
 Asbert, Francisco (of Asbert Janot &
 Cia), Folgarolas 52, Barcelona.
 Bertran, L., & Company, Tanggone.
 Costillo & Compania, Lin's sucesores
 de Manuel Bilbao, Calle Somer 47,
 Bilbao.
 Delgado, Amaro, Calle Real 73, Al-
 meria.
 Fahndrich Y Cia, Calle Barquillo 4
 and 6, Madrid.
 Montes and Cia, Jeronimo (or Geron-
 imo), Jaen.
 Recorder Borrás, Santiago, Calle Lau-
 ria 104, Barcelona.
 Rosendaal (or Rosenthal), Kark,
 Avino 20 and Rambla del Centro 7.
 Sanchiz, Juan, Calle de Trujillo 3,
 Madrid.
 Sommer, Kurt, Calle de Hortaleza 14
 and 16, Madrid.
 Zambrana (or Zambrano), Jose,
 Madrid.

SWEDEN.

Kraftox, A. S. B., Stockholm.
 Kroeck, E. J., Stockholm.
 Sanner and Block A/B., Stockholm.
 Svesnka Atlasverke Pohler and Com-
 pany, Stockholm.
 Tholtde, P. A. S. B., Stockholm.

MOROCCO.

Gabbay, Jose Yamin, Larrache.

NETHERLAND EAST INDIES.

Alofs, L., Belawan, Medan.
 Altmann, A. H., Bandoeng, Java.
 Altmann, Gebroeders Technisch Bu-
 reau, Bandoeng, Java.
 Altmann, Gebroeders Autohandel, Ban-
 goeng, Java.
 Kerhoff and Company Handel Mij,
 Medar.

SPAIN.

Guedes, Las Palmas, Canaries.
 Montes and Bruwago, Jaen.

SWEDEN.

Larsson, T. B., and Company, Uppsala.

URUGUAY.

Alonzo Freire, Rafael, Montevideo.

LAND REVENUES IN BURMA.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

According to the report of the Land Revenue Administration of Burma for the year ended June 30, 1917, the total land revenue collected from the organized Province of Burma during 1916-17 was \$15,297,141, as against \$14,997,518 during 1915-16, and \$14,621,863 during 1914-15. These figures do not include revenues derived from the protected Shan and Karenni States or the specially administered Chin and Kachin Hills tracts, which, although administered by the government of Burma, lie outside the organized Province of Burma and outside the Empire of India. According to the terms of the provincial settlement, five-eighths of the land revenue goes to the Province of Burma and three-eighths to the Empire of India. This land revenue constitutes more than 40 per cent of the total provincial revenue and about 50 per cent of the imperial revenue derived from the Province of Burma.

Amount of Revenue.

The amount of the various kinds of land revenue collected during the past three agricultural years (ending June 30) was as follows:

Items.	1914-15	1915-16	1916-17
Ordinary land revenue.....	\$9,183,652	\$9,367,017	\$9,758,333
Capitation tax (Lower Burma).....	1,825,213	1,838,987	1,857,220
Land rate in lieu of capitation tax (Lower Burma).....	28,879	30,153	30,362
Household tax (Upper Burma).....	1,272,521	1,280,845	1,287,624
Fishery revenue.....	1,132,591	971,544	1,011,838
Royalty on petroleum, rubies, and jades.....	971,051	1,260,274	1,046,452
Royalty on other minerals.....	46,559	78,884	129,437
Rents of town lands not credited to local funds.....	75,415	85,440	84,017
Receipts under the Village Act.....	69,985	67,971	70,391
Survey fees for leases.....	1,723	3,447	8,687
Other land revenues.....	14,274	12,956	12,780
Total.....	14,621,863	14,997,518	15,297,141

The increase in ordinary land revenue was due partly to the introduction of revised rates in two or three districts, and partly to the extension of irrigation and to more extensive cultivation under the favorable conditions which existed throughout the greater part of the Province.

The slight increase in the capitation and household taxes was due to the increase of population by normal growth and restricted immigration. The number of persons assessed to capitation tax was 12,000 greater than in 1915-16, but 874 less than in 1913-14, but the collection was larger than in either of the preceding years. The increased collection indicates a restriction on unmarried immigrants, who pay a lower rate.

Receipts From Fisheries, Petroleum, Etc.

Fishery revenues increased over the figures of 1915-16, but were considerably below those of 1914-15. These revenues are derived mainly from the rent of leased fisheries and from net licenses. The decline during the past few years has been due to the high price of salt and the poor market for fish and fish paste. A moderate rise in rents accounts for the slight increase over the revenues from this source for 1915-16.

Fees, rents, and royalties on petroleum diminished from \$1,220,331 in 1915-16, to \$974,641 in 1916-17, but were greater than in 1914-15,

when the figures were \$959,999. The decrease during the year under consideration was due to the closing of wells, owing to the lack of supplies and to the difficulty of marketing the product.

Revenues from the ruby mines amounted to \$12,231 in 1914-15, \$26,175 in 1915-16, and \$43,132 in 1916-17. Revenues from jade amounted to \$8,821 in 1914-15, \$15,638 in 1915-16, and \$27,739 in 1916-17.

The increase in revenues from other minerals was due wholly to the increased production of tungsten in the Tavoy district and an increase in the royalty rate of that mineral.

The survey fees for pattas were mainly for the survey of tungsten mining areas in the Tenasserim division, particularly in the district of Tavoy.

Cost of Collection.

It is impossible to give in exact figures the cost of the collection of land revenue in Burma, as a great deal of this work is the function of the regular administrative officers of the Province. Commissions paid to the local officers for the assessment and collection of land revenue during the year 1916-17 amounted to \$813,707, as against \$774,578 for 1915-16, and \$771,832 for 1914-15. In Upper Burma, and to an increasing degree in Lower Burma, taxes are assessed and collected by the village headmen. In some parts of Lower Burma the land was formerly divided into revenue circles and the tax was assessed and collected by circle headmen, but these are being gradually replaced by the village officers. Commissions paid to circle headmen amounted to \$46,706 in 1914-15, \$39,331 in 1915-16, and \$31,509 in 1916-17. The average commission paid to circle officers during 1916-17 was \$389.73; that to village officers was \$50.61.

Sales and Mortgages.

Of the occupied land covered by statistics during the agricultural year 1916-17, 528,211 acres were sold during the year, as compared with 430,000 acres sold during 1915-16 and 494,000 acres during 1914-15. The increase of sales was due chiefly to scarcity of money, many of the sales being in reality foreclosures of mortgages. The average sale price was \$19.79 per acre in 1916-17, as against \$20.11 in 1915-16 and \$19.47 in 1914-15. These figures do not show that much real estate was sold at a sacrifice.

On the other hand there was a diminution in the amount of land mortgages and an increase in redemptions during the year. The amount of land placed under mortgage during the past three years was 571,000 acres during 1916-17, 657,000 acres during 1915-16, and 519,000 acres during 1914-15; and the rate per acre was \$12.98, \$12.98, and \$14.60, respectively. Redemptions amounted to 320,000 acres during 1916-17, 231,000 acres during 1915-16, and 189,000 acres during 1914-15. At the end of the year, 2,348,828 acres, or 13.6 per cent of the area reported on, was under mortgage, as compared with 22.2 per cent during 1915-16 and 18 per cent during 1914-15. The total amount of land mortgages in Burma on June 30, 1917, was \$30,868,910.

Area Held by Agriculturists—Rented Lands.

Of the total occupied area for which statistics are recorded, 14,605,712 acres, or 84.4 per cent, was occupied by agriculturists. The

percentage of agriculturists shows a slight decrease, the figures being 85.4 per cent in 1915-16 and 85.3 per cent in 1914-15. There was even a slight decrease in the actual number of acres occupied by agriculturists. The percentage of agriculturist owners is naturally smaller in the vicinity of the larger cities of Lower Burma. In Upper Burma as a whole the percentage is 92.8. Of the 2,698,783 acres held by nonagriculturists, 834,574 acres are held by residents and 1,864,209 acres by nonresidents. About 30 per cent of the area occupied by resident nonagriculturists is in Upper Burma, and the great proportion of nonresident holdings is in the delta regions in the vicinity of Rangoon.

The area let at full rents discloses a slight tendency toward this method of tenancy. The figures are 3,133,874 acres for 1914-15, 3,153,615 acres for 1915-16 and 3,351,219 acres for 1916-17. The amount of money received for rents in the three years was, respectively, \$10,501,748, \$12,577,431, and \$13,985,421. The average rent for 1916-17 was \$4.19 per acre. The slight increase in rent rates is due chiefly to the higher prices at which rents paid in kind were commuted.

Of the area let at full rents, 97 per cent was in Lower Burma. In many districts of the delta and in the Akyah district on the Arracan coast, the rented area amounts to one-third or more of the total area and in Hanthawaddy district adjacent to Rangoon it amounts to more than one-half of the total. The marked excess of areas let at full rents over areas held by nonagriculturists in many delta districts indicates the existence of a large body of owners who cultivate part and let part of their land.

The number of tenants increased from 190,893 in 1914-15 and 196,870 in 1915-16 to 212,008 in 1916-17. The number who have rented their lands continuously for five years or more increased from 13 per cent of the whole number in 1914-15 and in 1915-16 to 14.4 per cent in 1916-17.

Agricultural Loans.

Exclusive of advances to cooperative societies, the government of Burma advances money to farmers under the agricultural loans act and the land improvement loans act. The amount outstanding on June 30, 1916, was \$669,714, made up of agricultural loans amounting to \$452,653, land improvement loans, \$10,124, and loans to cooperative societies \$206,937. The amount advanced on these loans during 1916-17 was, respectively, \$407,217, \$4,580, and \$18,331; and the respective amounts outstanding on June 30, 1917, were \$467,551, \$10,621, and \$227,452. The interest collected during the year amounted to \$49,883 on agricultural loans, \$1,159 on land improvement loans, and \$9,947 on loans to cooperative societies. The rate of interest for agricultural and land improvement loans is about 12 per cent, and that for loans to cooperative societies 5 per cent.

The chief advances under the Agricultural Loans Act were made in Upper Burma, where the amount so advanced during 1916-17 was \$216,947, as compared with \$142,927 raised on mortgages. In Lower Burma the figures were \$190,270 for advances under the Agricultural Loans Act and \$7,411,850 borrowed on mortgages. In the delta district, where the soil is rich and markets and money lenders are close

at hand, paddy cultivators prefer to go to private money lenders, as there is less formality and they can get larger sums.

The loans advanced under the Land Improvement Loans Act were used mainly for constructing dams, small canals, and tanks for irrigation and were practically confined to Upper Burma, where the district of Myingyan, during the year under report, took three-fifths of the whole amount advanced.

Revenue Settlements During 1916-17.

Settlement operations were carried on during the year in eight districts, covering a gross area of 11,417 square miles, with an occupied area of 3,759,000 acres. In four of these districts the field work had been completed before the beginning of the year, and the work of the settlement parties was confined to the compilation of statistics and the completion of the report. In two districts these were the first regular settlements; in the others, the second or third. The area irrigated by the Shwebo Canal in Shwebo district, amounting to 522 square miles with 207,000 occupied acres, was reclassified during the year. The expenditure for settlement operations was \$99,123, or \$31.79 per square mile.

New regular revenue settlements were sanctioned in portions of nine districts, including three of the districts in which settlement operations had been completed in the course of the year. The gross area in which settlement was sanctioned was 9,994 square miles and the occupied area 3,409,115 acres. The new settlements are calculated to produce an increase of \$216,000 in the annual revenue, or nearly 15 per cent over the expiring revenue demand. Most of the settlements sanctioned during the year took effect July 1, 1917.

[A report on the methods of land survey in Burma was published in COMMERCE REPORTS for Mar. 26, 1918.]

MARKET FOR TRACTORS IN CUBA.

[Consul Charles S. Winans, Cienfuegos, Aug. 30.]

There is at present an excellent market for gasoline and kerosene tractors in the Cienfuegos consular district. This is due to the fact that the various sugar mills are to a rapidly increasing extent using tractors, instead of oxen, for plowing. A fair idea as to the extent to which tractors are replacing oxen may be gained from the fact that an average sized sugar mill near Cienfuegos, which employed two tractors during the past year, now has six in operation. The greatest advantage of this modern method is the saving of labor, which, owing to the shortage thereof at the present time, is very important. Besides the work of the tractor-drawn plow is more uniform than that of plows drawn by oxen. These advantages more than outweigh the greater expense involved. Experiments have also been made with tractors for the hauling of the sugar cane, which, however, have not proved very successful. It appears that all tractors in use here at present are manufactured in the United States.

It should be stated in this connection that the steam cable plow, which is operated by means of a steel cable running between two stationary traction engines, although it has given satisfactory results, is apparently no longer being purchased, due, it is stated, to the high running expense thereof.

FRENCH RED EARTHENWARE AND CLAY POTTERY.

[Consul George A. Bucklin, Bordeaux.]

Southwestern France possesses some excellent workable deposits of clays, shales, and feldspar, which have been more or less exploited by native capital and labor, though not to the same extent as the better clays of northern and central France. The latter are employed in the making of high-grade pottery and china, while the former are used only for coarser work where beauty and style are little needed.

The chief centers of earthenware manufacture in the Bordeaux district are in the Departments of the Landes and Lot-et-Garonne. The leading industry of the Landes—the gathering and refining of pitches and resins—offers a wide field for the use of small clay receptacles resembling the common small flower pots of the United States. Before the war there were about 40 factories in that section making these pots, which are fastened on the pine trees to catch the flowing resin. Two of the plants furnished the bulk of the production, but only one of these is now working and that at infrequent intervals.

Resin Pot of "Silico-Calcaire" a Specialty.

The resin pots employed in gathering pitch are not strictly red-clay ware, but are what is known as "silico-calcaire" stone, a combination of clay, sand, and cement, which substance has the additional feature, not found in the clay pots, of being absolutely impermeable and able to resist the rigors of winter and rough service. The main factory for these is at Parentis-en-Born, and the success of its product has led to the almost exclusive use of the silico-calcaire pottery in this industry, the only one which would have need for important quantities of earthenware pottery. These pots are declared to be much superior to the ordinary clay pots, which too frequently suffer fissures and the coating on which is frequently defective, thus permitting loss of the resin. The coating on the silico-calcaire pots is of such a nature that it permits of the ready removal of deposits of resin which adhere thereto, more so than is possible with other kinds. This is an important item when one considers the extent of the forests which are tapped several times annually.

Aside from the production of resin pots, there is little clay manufacture in this region, although the clays and shales of the Chalosse district (rich deposits of which still remain unexploited) are easily adaptable to the needs of the ceramic industry. They are frequently shipped to more important plants in northern France for mixing with products special to other regions. The deposits of clays and shales which extend between Samadet and Hagetmau are extremely rich; the kaolin, so abundant at Gaujacq, is being exploited by the Vieillard factory. The white clay and feldspar extracted in the same region are largely shipped north to Vallauris, the larger part being used in the manufacture of insulators and spark plugs on motors.

Production Dwindling—Outlook for American Goods.

In considering the present condition of the industry, it may be said, first, that during the past year production has dwindled to practically nothing; for of the 40 Landais factories operating before the

war—they being the most important producers of the district—only one is now working, the others having been obliged to close because of the scarcity of labor and the lack of demand for such products as they manufacture.

A local member of the Consultative Committee of Economic Action, which body is in close touch with and is carefully investigating conditions in all the industries of southwestern France, has stated that pottery manufacture in this section is one industry which appears to have ceased to exist since the early months of the war. No demand or use seems to have been found for this work (never at any time conducted on a large scale), nor have the stocks of pots on hand appreciably diminished. The needs for vegetable and flower growing have continued to diminish, and naturally there has been no development in such matters as style and sizes.

Whether or not there would be a possibility for the development of a market for American products is a question that will best be determined after the war. For the present, freight rates, the existence of adequate stock in the local market, and the bettering of the labor question later on are decidedly against it. It is to be expected that, with all the raw material needed easily available and factories still in operating condition, the industry will in time regain, in part, at least, its former activity and continue to furnish the stocks which the local market demands.

No War Material Made.

Considering the matter from the point of view of its relation to work for the national defense and the manufacture of products for military use, it is stated that there has been almost no connection between the two fields, a fact which probably is responsible in a large degree for the unfavorable state of affairs just now. The one company which continues to operate, however, is engaged in manufacturing some big jars and vessels for the powder factories of the Government, where they are used to hold acids which may not be kept in metallic containers. By burning the clay at an extremely high temperature this factory has succeeded in making an article which serves the purpose better than any other, but it partakes more of the nature of silico-calcaire ware than of ordinary red-clay ware. This alone seems to be the extent to which the clay-pottery industry is concerned with war-material manufacture.

[Consul William Dulany Hunter, Nice.]

Culinary Pottery Made at Nice.

The center of the earthenware industry in the Nice consular district is Vallauris. The pottery produced there is mostly intended for culinary purposes, and red clay flowerpots are not manufactured to any great extent for the following reasons: The clay used in the culinary pottery is too rich to be used for flowerpots without the admixture of sand; the price is too low to make their production remunerative; and the clay wells are situated too far from the plants and the cost of fuel is too high to permit competition with the factories situated in the neighborhood of Marseille. The consequence is that the flowerpots manufactured here are intended for local use and are turned out only when the orders for higher-grade pottery are not sufficient to fill the ovens regularly.

Before the war, the annual production of flowerpots was estimated at 10,000 to 15,000 pieces, and I am informed that for the year 1917 the total production was under 10,000. The annual production of culinary pottery was before the war 7,000,000 pieces, weighing 20,000 metric tons and valued at \$700,000 to \$800,000, while at present only half the quantity is being produced, but, owing to the great demand, the value of the 1917 output was estimated at \$900,000 to \$1,000,000.

A comparison of the existing conditions of the pottery industry in this territory with conditions before the war shows a decrease of production and an increase of the market value of the products. Red clay flowerpots have, however, not greatly increased in value, and this is due to the fact that the local demand for this commodity is smaller than before the war.

[Consul John Ball Osborne, Havre.]

No Local Production of Flowerpots in Havre.

No red clay flowerpots are manufactured in the Havre district. All those used here come from the Vosges and Haute-Saone.

Mr. Achille Forterre, of 98, Boulevard de Strasbourg, Havre, the principal retail dealer in flowerpots of all kinds, states that his stock comes from the Haute-Saone, where the manufacture is now greatly reduced because of the shortage of labor. His own sales are unimportant at present. Mr. Cayeux, principal horticulturist employed by the municipality of Havre, states that Vosges pottery is used almost exclusively by the municipality, and that the production, since the outbreak of war, has greatly diminished. Mr. Vau-brun, a nurseryman of Gravelle, a suburb of Havre, states that he received recently a carload of red flowerpots from the Vosges, but nothing from other sources.

Prior to the present war there was a pottery at Bleville, adjoining Havre, which included flowerpots among its products. This plant has been closed since the outbreak of hostilities. The raw material used in the manufacture was extracted from a quarry in the cliffs by the sea near Bleville. This material was also used for the manufacture of chimney-stacks, coarse earthenware, and kitchen tiling.

[Consul General G. Ble Ravndal, Nantes.]

Supply of Pots on Nantes Market Small.

Due to the fact that a considerable percentage of the pots sold in Nantes before the war were manufactured in Belgium and to the closing of many of the local manufacturing plants at Fuleit Dore (the center of the industry in this district), the quantity of pots now put on the market here has been reduced by about 75 per cent. An appreciably growing tendency to demand varnished pots for cut flowers is the only other change noticeable.

It has not been found practicable to employ the manufacturing plants in war industries, as is shown by the fact that a large proportion of them are now closed, this closing being due chiefly to lack of labor.

[Consul General A. Gaulin, Marseille.]

Diminished Output at Marseille.

The manufacture of clay flowerpots was fairly important in the Marseille district prior to the war, although there were no large

establishments devoted to this industry. As a result of war conditions, the output has declined by more than 60 per cent as compared with the average production of the years 1911, 1912, and 1913. Several plants have been closed, and the output of the others has fallen below normal, owing to the scarcity of labor and coal.

One of the principal establishments in the district has been successfully manufacturing during the past year earthenware supplies for hospital use. No other new uses have been developed thus far for the regular line, and no noticeable changes are reported in the demand for different styles of pots.

[Vice Consul Grady Corbitt, Lyon.]

War Affects Output in Lyon District.

The war has cut down materially the production of red earthenware flowerpots in the Lyon district. In a great many instances the manufacturers have closed their plants altogether because of a lack of proper labor. It is estimated that the demand for flowerpots has decreased, since the war began, 15 per cent in the Department of Saone-et-Loire and as much as 50 per cent in the Department of Rhone, where the sale is usually the largest of any of the departments in the district.

For the most part, there have been no noticeable changes in the styles and sizes of pots asked for arising from a change in the demand for cut flowers as distinguished from potted plants. It was reported from the Department of Saone-et-Loire that the present call is for pots 10 to 22 centimeters in diameter (centimeter=0.3937 inch), while the sale of sizes from 3 to 10 centimeters and 25 to 50 centimeters is almost nil.

[Consul F. L. Bellsie, Limoges.]

Prices Double in Limoges District.

The leading horticulturist of Limoges states that in 1914 there were several small potteries in this part of the country making various earthenware articles, among them flowerpots. None of these are now in operation because of lack of labor, and the consumer referred to now gets his supply of flowerpots from the Department of Saone-et-Loire.

I was shown the difference between the locally made flowerpots and those from the Saone-et-Loire region. The latter are of red clay and very durable when compared with those from this immediate neighborhood. These are grayish in color and the firing does not harden them sufficiently, although they are made in thicker molds than those of red clay produced in Saone-et-Loire.

As in the case of all other articles flowerpots have advanced to double the prices prevailing in 1914, and orders are filled only after long delays.

[Consul Albro L. Burnell, Rouen.]

Manufacture Ceased in Rouen District Before the War.

The manufacture of red clay flowerpots ceased in the Rouen district some time before the beginning of the war, they being formerly produced at La Haye Malherbe, Department of Eure, and at Saumont-la-Poterie, Department of Seine-Inferieure. Even before the

war this product was supplied to this region of France by a firm in Rambervilliers, Department of Vosges. At present, however, flower dealers and horticulturists here are depending on existing stocks and are reducing their consumption as much as possible—they being unable to obtain these goods in sufficient quantities to meet the demand—by requiring the return of used pots whenever possible.

Local dealers would purchase flowerpots from any source where they could be procured.

[Consul Thomas D. Davis, Grenoble.]

Industry Not Important at Grenoble.

The flowerpot industry is of minor importance in the Grenoble consular district, there being only four small concerns engaged in it. The war, with its resultant scarcity of certain raw materials, lack of coal, and transportation difficulties, has caused a reduction of about 40 per cent from the average production of the years 1911, 1912, and 1913.

Because of the small stocks carried by the potteries of the district, and because of the limited size of the plants themselves, no attempt has been made to use their raw material or their equipment directly or indirectly for war purposes.

CONSTRUCTION OF A MODERN HOTEL IN CIENFUEGOS.

[Consul Charles S. Winans, Cienfuegos, Cuba, Aug. 29.]

Plans have just been completed for the construction in Cienfuegos of a modern hotel, the building of which will cost \$350,000. The hotel will be a four-story affair and will have 120 guest rooms. The site selected is located at the corner of Boullon and San Carlos Streets, facing the Parque Marti. It is the intention of the owners to make the hotel in question the most modern one on the island of Cuba. Work is to be commenced on or about November 1, 1918, and the hotel is to be opened to the public in the fall of 1919, in time for the one hundredth anniversary of the city of Cienfuegos. The plans for the hotel have been made by an American architect.

American firms exporting refrigerators, elevators, window casings, timber, lumber, hardware, etc., who are interested in obtaining concessions, should correspond, in Spanish if possible, with the address on file in the Bureau of Foreign and Domestic Commerce or its district or cooperative offices. [Refer to file No. 105500.]

DANISH SUBSTITUTE FOR TIN BOXES.

Two sample pasteboard boxes manufactured in Denmark under the name "Metaloid" and used as a substitute for tin boxes have been received from Commercial Attaché Erwin W. Thompson, of Copenhagen. The manufacturers expect to make boxes of this sort suitable for the packing of all kinds of vegetables, fruits, fish, etc. The particular samples sent are intended for the packing of shoe polish and are lined one with tin foil and one with lead foil. These may be examined at the Bureau of Foreign and Domestic Commerce or its district offices upon reference to file No. 20180.

MODERN HOSIERY MILL AT SHANGHAI.

[Extract from Shanghai Gazette, transmitted by Consul M. F. Perkins, Shanghai, China.]

Another mill is added to the various mills and factories in the Yangtzepoo district (which has become the veritable industrial center of Shanghai, and of China, for that matter), the Pioneer Knitting Mill at 1050 Rangoon Road. This mill is the first modern one of its kind, organized to knit both cotton and silk hosiery. Its capital is 100,000 taels (\$110,000 at present exchange), and its manufactures are exported to Singapore, the Straits Settlements, and Tientsin and Hankow, as well as to the more remote centers in Szechwan and Manchuria. It was in full operation in January last, and already the demand is exceeding its production. The present output is 400 dozen daily, but it is expected to increase the production to 1,000 dozen per day, when the balance of machinery ordered in the United States arrives, making this hosiery mill the largest in China.

The owner of the factory is Mr. W. V. Zia, a graduate of Sheffield University, England, at one time a local superintendent of the Shanghai-Hangchow Railroad; and the prime mover is his nephew, Mr. Z. Z. Zia, a textile engineer, a graduate of Columbia University, 1914.

Mr. Zia states that mercerizing machinery, turning out something like 2,000 pounds of cotton yarn a day, is expected to arrive shortly. Still another new feature which will be added to the mill will be the machines for turning out paper boxes, producing 4,000 boxes a day. This machine has arrived and will be set up at the earliest opportunity. A silk-throwing machine is also expected soon, when the manufacture of silk hosiery will be commenced.

PRICE OF MEAT IN QUEENSLAND.

[Consul General J. I. Brittain, Sydney, Australia, July 26.]

The Government of Queensland has an arrangement with the various meat companies in that State to supply a definite portion of their beef for home consumption at 6 cents per pound, instead of at the export price of 9 cents per pound. The same arrangements apply also to mutton, the price fixed for it being 8½ cents per pound.

It is estimated that the present prices of meat for home consumption in New South Wales, Victoria, Tasmania, and South Australia, are at least 100 per cent higher than they were in 1913.

Market for Photographic Films.

Consul General Albert Halstead reports from Stockholm, Sweden, that the only photographic films for pocket cameras on the Swedish market are those of German manufacture and of poor quality, and that the market for films for kodaks or pocket cameras is large.

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CONTENTS.

	Page.		Page.
August foreign trade breaks records.....	1089	Half year's imports into Victoria.....	1097
Australian wool trade quiet.....	1089	Italian production of olives, rice, and hemp.....	1098
Convention of Mexican chambers of commerce.....	1090	War Trade Board rulings.....	1099
Necessity of restricting Christmas buying.....	1090	Importation of cotton goods into South Africa.....	1099
Cotton seed received and crushed during August.....	1091	Swedish industrial development during the war.....	1100
Mexico's new Department of Industry, Commerce, and Labor.....	1092	Norwegian shipbuilding industry.....	1102
New cotton and wolen mills in Victoria.....	1093	Shortage of hemp in Sweden.....	1102
Increasing tin imports.....	1094	Ostrich-feather market of Port Elizabeth.....	1103
Port Elizabeth produce market for June.....	1094	Specifications for British standard cloths.....	1103
General business and crop conditions in Malaga.....	1096	Construction of molybdenum smelting works in Norway.....	1103
		Foreign trade opportunities.....	1104

AUGUST FOREIGN TRADE BREAKS RECORDS.

Both imports and exports of merchandise were greater during August than in any previous August in the history of American foreign trade, according to an announcement to-day by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

Imports amounted to \$273,000,000, an increase of \$5,000,000 over August, 1917, and \$31,000,000 over July of this year. During the eight months ended with August, imports were \$2,060,000,000, a slight increase over the corresponding period of 1917.

Exports increased from \$508,000,000 in July to \$529,000,000 in August, as compared with \$488,000,000 in August, 1917. During the first eight months of this year exports totaled \$4,012,000,000, a decrease of \$138,000,000 as compared with a similar period in 1917.

Imports of gold, slightly over \$1,500,000, were less during August than in any month for over 15 years, and for the eight months amounted to \$54,000,000 as against \$524,000,000 last year. Exports of gold were also small, being \$3,277,000, compared with \$46,000,000 for August, 1917. During the eight months the exports amounted to only \$32,000,000, compared with \$318,000,000 in 1917.

Exports of silver broke all records for the month of August, being over \$23,000,000, as against \$7,500,000 for August, 1917, and \$157,600,000 for the eight months, compared with \$52,000,000 for the eight months of 1917. Imports of silver were \$7,265,000 in August and \$47,600,000 for the eight months, as compared with \$5,680,000 and \$27,250,000, respectively, for similar periods in 1917.

AUSTRALIAN WOOL TRADE QUIET.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Aug. 3.]

There is practically nothing doing in the Australian wool trade just now, pending the appraisements for the 1918-19 season. Shearing is now in progress on the Murrumbidgee and the wool is commencing to come in in small lots. Advance samples indicate that the general growth and condition are good.

CONVENTION OF MEXICAN CHAMBERS OF COMMERCE.

A cablegram from Vice Consul Joseph W. Rowe, in charge at Mexico City, announces the opening there on September 14 of the session of the National Chamber of Commerce. Delegates are present from the chambers of commerce of Cordoba, Saltillo, Tabasco, Irapuato, Leon, Torreon, Ciudad Juarez, Pachuca, Tulancingo, Tehuacan, Orizaba, Tampico, Aguascalientes, Toluca, San Luis Potosi, Mathulia, Puebla, Nuevo Laredo, Vera Cruz, Zacatecas, Guadalajara, Monterey, Amara Jalisco, Morelia, Mazatlan, Durango, Colima, Campeche, Mexico City, and from the American, French, and German chambers of commerce in Mexico City. The newspaper *El Universal* announces that Mexican delegates are coming from the United States.

Vice Consul Rowe cables that according to the newspapers the following are the topics which will have chief consideration by the session: The reestablishment of Mexican transportation; the development of domestic industries and foreign commerce; and the importation of news print to Mexico. The list of Mexican cities represented at the convention is gratifying from the point of view of those interested in the creation of stable business conditions in the Republic. All the Mexican States of any commercial importance are represented with the exception of Sinaloa and Chihuahua in the north and Yucatan in the south.

The Mexican Department of Commerce has fostered the formation of chambers of commerce in Mexican cities and plans to make of them an organization through which official encouragement and supervision will be extended to Mexican business.

NECESSITY OF RESTRICTING CHRISTMAS BUYING.

The Council of National Defense authorizes the following statement:

The Council of National Defense has heretofore emphasized the necessity of restricting Christmas buying during the coming fall for certain specific reasons which it has stated. These reasons are in brief the necessity for saving labor and material in the manufacture and sale of Christmas gifts and of saving the transportation and delivery facilities necessarily involved in the large volume of Christmas purchases.

After conference with representatives of leading industries and retail interests concerned, it is found that the manufacture of goods for the coming holiday season has been substantially completed, that the transportation of the goods to the point of sale is also largely done and that much of the material used for Christmas purchases, especially in the manufacture of toys, is the waste material derived from prior processes of manufacture.

Assistance of Retail Interests Promised.

The retail interests represented at the conference have agreed not to increase their working force by reason of the holiday business over the average force employed by them throughout the year and not to increase the normal working hours of their force during the Christmas season. They also agreed to use their utmost efforts to confine Christmas giving, except for young children, to useful articles, and to spread the period for holiday purchases over the months

of October, November, and December. In order to relieve the transportation facilities of the country from a congestion in the latter half of December, which would be so hurtful to the interests of the Nation that it can not be permitted, the retail interests represented at this hearing have agreed to cooperate further in the campaign heretofore and now being carried on under the auspices of the War Industries Board to restrict deliveries and to induce their customers to carry their own packages wherever possible.

The retail interests to which reference has been made have further agreed to make an announcement to the above substantial effect in their advertisements commencing in early September and repeating same weekly thereafter. The above suggestions if faithfully and loyally put into effect throughout the country will make possible a continuance of the holiday custom without endangering the national interests thereby.

Cooperation Necessary on Part of Sellers and Buyers.

The Council of National Defense will cooperate in carrying out the suggested measures. It looks to organized business bodies of every nature and throughout the country actively to join in the movement as providing means whereby that cooperation between the Government and the people can be had which alone will permit the continuance of holiday business in such form, on such scale, and by such methods as are consistent with the national welfare. This announcement is definitely conditioned upon loyal and thorough cooperation in spirit and in letter on the part of sellers and buyers throughout the country.

The merchants appearing before the council were brought together by the Chamber of Commerce of the United States acting through its general secretary, Elliot Goodwin, and their names are as follows:

- N. M. Henderson, the Henderson-Hoyt Co., Oshkosh, Wis., merchant.
- A. S. Campbell, Louis Meyer & Son, glove manufacturers of New York.
- Charles Hurd, Jordan-Marsh Co., Boston, Mass., buyer of hosiery.
- C. G. Nutting, Marshall Field & Co., Chicago, Ill., buyer of handkerchiefs.
- Harry T. Grand, Marshall Field & Co., Chicago, Ill., buyer of toys.
- A. C. Gilbert, A. C. Gilbert Co., New Haven, Conn., manufacturer of toys.
- Victor W. Sincere, Bailey Co., Cleveland, Ohio, merchant.
- E. L. Howe, secretary and treasurer National Retail Dry Goods Association, representing 600 dry goods and department stores of the country.
- James B. Reynolds, Washington, D. C., attorney for the toy manufacturers.
- H. C. Ives, Bridgeport, Conn., toys.
- Albert T. Scharps, treasurer Lionell Manufacturing Co., New York, toys.
- Fletcher D. Dodge, secretary Toy Manufacturers' Association of America.

COTTON SEED RECEIVED AND CRUSHED DURING AUGUST.

The quantity of cotton seed received at mills in the United States during the month of August was 146,036 tons, according to a preliminary report issued by the Bureau of the Census, Department of Commerce. This does not include 36,375 tons on hand at the beginning of the month, nor 1,486 tons reshipped. During the month 45,729 tons of seed were crushed, and 136,682 tons were on hand on August 31.

The production of crude oil was 12,383,734 pounds; refined oil, 12,447,072 pounds; cake and meal, 21,753 tons; hulls, 11,145 tons; linters, 13,231 bales; and hull fiber, 28,477 bales. On August 31 stocks of crude oil were 10,420,132 pounds, and of refined oil, 195,665,323 pounds.

MEXICO'S NEW DEPARTMENT OF INDUSTRY, COMMERCE, AND LABOR.

[Prepared by the Latin American Division, Bureau of Foreign and Domestic Commerce.]

The receipt of the first number of the "Boletín de Comercio," the monthly publication to be issued by the Department of Industry, Commerce, and Labor, of the Mexican Government at Mexico City, gives a general review of the functions of this department, which will be of interest to American firms who wish to do business in Mexico.

The Department of Commerce, a name used generally in place of the full title, is located in Mexico City at 1a General Jesus Carranza, num. 12, Mexico D. F. It is under the direction of Mr. Alberto J. Pani, an engineer by profession, who has been well known in the reconstruction work which the Constitutionalist Government of Mexico has been carrying out since the restoration of order began in 1914. Mr. Pani successfully discharged duties as the manager of the Mexican State railway system, and, no doubt, under his supervision the Department of Commerce will be a strong force for the rehabilitation of Mexico's business.

Organized into Four Sections.

The Department of Commerce is organized into four sections, those of internal commerce, external commerce, insurance, and publications and statistics. The section of internal commerce is charged with the task of cooperating with the chambers of commerce existing in the Republic and aiding them to secure the best possible development of general internal trade; it will endeavor also to bring about a conception of business ethics which will bring more closely together the interests of business and that of the working people or proletariat; it has charge of the organization and conduct of the congress of merchants, the first of which, at the initiative of Mr. Pani, was held last July; it promotes the production of foodstuffs and raw materials, and it is charged with the dissemination of information regarding internal trade, stock companies, stock exchanges, and the compilation of freight tariffs—all of which information it will distribute to the press or anyone who is interested. It has in its charge the commercial museum, formerly the technological and industrial museum of the City of Mexico, and the Advanced School of Commerce and Administration.

The section of external commerce has the general purpose of bringing to the knowledge of the outside world facts relating to the products of Mexico and of aiding in mercantile interchange with other countries. It has in its care the permanent expositions of Mexican commodities, kept in the Mexican consulates; and the acquisition of samples and data regarding them. Through the Mexican consular and diplomatic services it collects information on foreign markets and transmits them to Mexican trade. In the case of international expositions, it looks after Mexico's interests, and it keeps in touch with commercial agents from other countries accredited to Mexico. It will maintain special commercial registers, which will contain information as to the foreign markets for Mexican raw materials and manufactures, for the use of Mexican business men.

The section of insurance will keep statistics of all classes of insurance—life, accident, and fire. It will compile annual figures

showing the premiums collected by all companies, the conditions of reserves, table of claims awaiting payment, dower policies expired, cancellations and annulments of policies, renewals, and a record of the visits of examination which are made to the companies and accounts of their financial condition—in general all actuarial functions which will enable the section eventually to form a table of mortality for Mexico. In addition the section of insurance is empowered to exercise a precautionary vigilance on behalf of the people, and in case of improper conduct, to assume control of any company should they have reason to think that it is in a dangerous condition.

The section of publications and statistics is concerned with the gathering of statistics relating to all the trade of Mexico; it will keep a list of the producers of raw materials as well as manufacturers of Mexico, and it will publish the monthly "*Boletín de Comercio*," which will be an organ of the department in general dedicated to the promotion of Mexican commerce.

Supervision of the Chambers of Commerce.

An activity of the section of the interior commerce not mentioned above is gone into in greater detail after the general description of the department's function. This refers to the supervision of the chambers of commerce of Mexican cities, which are expected to be the means of closer communication between the Government and local business.

A list of Mexican chambers of commerce which have complied in all details with the law of 1908, regarding the formation and functions of such bodies, and may be considered to have a semi-official character, and also a list of certain other chambers of commerce enumerated in the *Boletín de Comercio* as not of official character, can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 9272. It is believed that these chambers of commerce will be useful sources of information to American business interests.

NEW COTTON AND WOOLEN MILLS IN VICTORIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, Aug. 3.]

Plans have been submitted covering the erection of spinning and knitting plants at Coburg, Victoria, near Melbourne. The plans show that the buildings will cover 39,000 square feet. Among other conveniences they include up-to-date kitchen and immense dining rooms for employees. Already a large number of men are engaged on the foundation, and large sheds have been temporarily erected to receive some of the machinery now en route. The company intends to proceed at an early date with the erection of 100 cottages for workmen.

A firm, registered as the Yarra Falls Spinning Co. (Pty. Ltd.), has been formed for the purpose of erecting a wool scouring, combing, and spinning plant at Abbotsford, a suburb of Melbourne. One of the leading English textile firms has an interest in the concern, which is capitalized at £200,000. It is understood that through the influence of this English firm it will be possible to procure the necessary carding and spinning machinery.

INCREASING TIN IMPORTS.

Imports of tin ore into this country continue to gain, 3,499 long tons appearing in the July figures as against 1,932 tons in July, 1917. The increase is still more apparent from a comparison of the imports for the first seven months of the present calendar year compared with the same period in 1917. They amounted to 13,096 long tons for the 1918 period, compared with 4,797 tons for the 1917 period.

While imports of pig tin during the month of July, amounting to 15,567,667 pounds, show a considerable increase over the July, 1917, imports of only 10,348,323 pounds, nevertheless an importation of 88,452,232 pounds during the seven months ended July 31, 1918, shows a decrease as compared with 90,350,360 pounds during the first seven months of 1917. The following comparison of the imports of pin tin is interesting.

Imports from—	January- July, 1917.	January- July, 1918.	Increase (+) or de- crease (-).	Percent- age of increase or de- crease.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
United Kingdom.....	26,044,967	14,215,407	-11,829,560	- 45
China.....	4,517,958	3,088,514	-1,429,444	- 32
Straits Settlements.....	33,825,132	41,126,089	+7,300,957	+ 22
Dutch East Indies.....	18,522,083	10,750,553	-7,771,530	- 42
Hongkong.....	3,912,130	12,246,347	+8,333,517	+213
Australia.....	2,823,904	4,041,414	+1,217,510	+ 43
Other countries.....	703,786	2,983,608	+2,280,122	+324

The phenomenal increase of 324 per cent in imports of pig tin from countries which have not heretofore been considered of any importance as suppliers of this commodity is almost entirely traceable to increased shipments from Japan, which averaged 500,000 pounds monthly during June and July.

Our total tin imports for the seven months, computing all ores as containing 60 per cent of metal, were 106,053,256 pounds, or at the rate of 81,163 long tons per annum, which squares very nicely with the recent allocation to us by the Interallied Tin Conference, sitting in London, of 80,000 tons per annum.

The continued progress of the smelting of tin ores in this country is shown by the fact that almost 17 per cent of our total tin imports during the first seven months of 1918 came to us in the form of ores, as compared with only 13 per cent during the fiscal year which ended June 30, 1918.

PORT ELIZABETH PRODUCE MARKET FOR JUNE.

[Consul John W. Dye, Port Elizabeth, South Africa, July 10.]

During the first part of the month of June there was no change in the Port Elizabeth wool market. There continued to be a good demand for superior snow whites and grease wools, long and short and free from fault. Heavy and faulty lots were dull. Combing wools were slow of sale throughout the month, as there was little demand from American and Japanese buyers. Toward the end of the month the market took on a quieter tone. Much now depends on

whether the Imperial Government's wool purchase scheme is renewed this season.

Ruling Prices for Wool and Mohair.

The following prices ruled at the end of the month:

Grade.	Price per pound.	Grade.	Price per pound.
Snow whites:		Grease, faroo:	
Superior.....	\$0.80-\$1.02	12-month special clips.....	\$0.30-\$0.33
Medium.....	.72-.80	12-month average.....	.28-.28
Faulty.....	.50-.60	Medium to long.....	.24-.25
Grease, grassveld:		Heavy and earthy.....	.20-.21
12-month special clips.....	.36-.43	Short, light, free.....	.24-.23
12-month super clips.....	.32-.36	Grease:	
Average long.....	.24-.26	Short, heavy.....	.16-.18
Short, light, free.....	.24-.23	Short, seedy.....	.14-.20
		Crossbred, white.....	.20-.23
		Coarse and colored.....	.15-.21

The mohair market in general was distinctly quieter during the month. Special lots of summer firsts and kids remained firm, but for ordinary lots and mixed hair there was no demand. There were many withdrawals at the public auctions. Prices ruling at the end of the month were as follows:

Grade.	Price per pound.	Grade.	Price per pound.
Summer kids:		Best winter kids.....	\$0.36-\$0.38
Best.....	\$0.52-\$0.53	Mohair:	
Average.....	.30-.36	Good winter.....	.32-.34
Summer firsts:		Good mixed.....	.23-.24
Best.....	.44-.46	Low quality.....	.20-.24
Average.....	.33-.40	Looks.....	.10-.13
Short.....	.36-.38		

Hide and Skin Market.

During the first half of the month a good demand continued for all classes of skins, but the hide market was very dull throughout the month.

Owing to the announcement of the canceling of all old licenses for the importation of skins and hides into the United States after the middle of June, the market became decidedly easier in all classes. Woolled sheepskins were least affected on account of the British Government's buying them at fixed rates. The following prices ruling at the end of the month must be considered more or less nominal:

Grade.	Price per pound.	Grade.	Price per pound.
Sheepskins:		Angora skins:	
Sound.....	\$0.24	Up to 5 pounds weight.....	\$0.13
Damaged.....	.20	5 pounds and over and sun dried..	.10
Pelts:		Shorn.....	.09
Sound.....	.16	Damaged.....	.04
Damaged.....	.06	Coarse woolled.....	\$0.19-.23
Goatskins:		Hides:	
Under 3 pounds weight.....	.32	Sun dried.....	.25
3 pounds and over.....	.21	Damaged.....	.21
Sun dried.....	.23	Dry salted.....	.21-.23
Damaged.....	.16	Damaged.....	.20-.21

Cape skins were quoted at \$0.84 to \$1.32 each.

GENERAL BUSINESS AND CROP CONDITIONS IN MALAGA.

[Vice Consul Edward J. Norton, Malaga, Spain, July 31.]

Not in many years has general business been less active than at this writing or have Malaga exporters been faced with such an unsettled and generally discouraging prospect for an approaching shipping season.

Despite the heavy stocks of olive oil now in warehouses there is very little outward movement in this product. The demand from Latin America has been much reduced by reason of the high prices quoted rather than because of restricted transportation facilities, and there are apparently serious difficulties which have kept back the large orders that were expected from France and Great Britain.

Difficulties of the Olive Oil, Almond, and Raisin Market.

There was a great increase in last year's production of oil, and present conditions point to another heavy crop yield. So there is no question of limitation of supply. The increase in prices, therefore, has created a serious problem in the olive-oil trade.

The present high level of price began with the insistent demand for oil that reached this and other Spanish-producing centers—a demand based on the world's shortage of fats. Prices commenced to rise and the rise was accelerated by speculation. But the price increase was advanced too far. High freights added enormously to delivered costs; quotations in sterling or dollars had to be worked out at exchange rates ruling against these currencies, and to price-making calculations the seller was obliged to add the export duties. The result was that oil-consuming countries found they could not import except at prohibitive costs.

Notwithstanding the unfavorable situation and the inability to export as freely as in former years, olive-oil prices are being firmly maintained. There is considerable uneasiness in the market, however, and a reaction to lower prices may shortly set in.

In other lines of export the business outlook is decidedly unfavorable. Governmental import restrictions in the United States, Great Britain, and Canada and the effect of the sugar shortage may operate to cut down the volume of almond exports. Selected grades of Muscatel raisins, as a nonessential, may also be affected by regulations licensing imports.

Lack of Transportation Facilities.

On the other hand the export of all local products will probably be more restricted through the lack of transportation facilities. Steamship service to the United States has been irregular and uncertain for months past, and may be more uncertain for the balance of the year. Vessels loading for British ports are restricted to priority cargoes, and almonds, raisins, and perhaps other agricultural products may be declined. It is impossible at this writing for exporters to obtain any information regarding shipping connections for Australia or South African ports.

Crop Conditions—Almonds and Raisins.

In contrast with the foregoing, weather conditions have improved the farm outlook. The condition of chief crops which will commence

to be gathered or offered for export within the next month or six weeks are reported as follows:

Final estimates of Jordan almonds indicate that the outturn will be very satisfactory. The Valencia variety will be in large supply. Unless there is considerable improvement in exchange rates, prices for new-crop almonds to foreign buyers are likely to be high.

Hopes of a good crop are encouraged by late reports on the condition of the vines. A production of about 1,000,000 boxes is looked for. Exporters will probably await indications from growers before attempting to fix prices. Speculators are expected to operate cautiously this season, as some of them are yet fairly well stocked with last year's supply. It is estimated that 200,000 boxes of old-crop Muscatels are still held unsold.

Fig Crop Promising—Decreased Crop of Canary Seed.

The outbreak of war having cut off the supply from Turkey aided in the stimulation of Spanish fig growing and has greatly increased the total of production. The coming fig crop is expected to be a large one; still much depends on weather conditions when drying commences.

The next crop of canary seed is expected to be much smaller than the average. When this crop was about to be sown very low prices were ruling and farmers decided to plant other crops instead. The old crop was sold finally at very high prices and, with a shortage in prospect, the result is that quotations for new-crop seed have advanced to extraordinarily high levels.

Labor conditions are unsettled and not improving. There is a reported scarcity of agricultural labor, even with advancing wages. In the mining industry labor is generally dissatisfied, and a number of strikes are threatened.

HALF YEAR'S IMPORTS INTO VICTORIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, July 27.]

A comparison of Victorian imports for the first six months of 1918 with the corresponding period in 1917 has just been made public. The figures are as follows:

Articles.	1917	1918	Articles.	1917	1918
Ale and beer.....	£6,504	£3,045	Manures.....	£94,552	£113,598
Apparel and soft goods...	2,916,927	3,801,399	Metal's manufactures of...	346,040	367,784
Boots and shoes.....	54,839	23,338	Oils in bulk.....	279,108	439,060
Cocoa and cacao'ate.....	76,976	72,823	Paints and colors: Var-		
Confectionery.....	8,921	846	nishes.....	82,873	76,165
Cordage and twines.....	151,984	161,451	Paper.....	389,177	334,887
Drugs and chemicals.....	164,764	204,950	Rubber goods.....	159,954	279,625
Earthenware, china, etc...	46,663	49,003	Spirits.....	91,035	92,716
Fruits, fresh and dried...	33,781	29,711	Tea.....	293,350	232,749
Grain (rice).....	60,719	50,985	Timber.....	123,444	253,247
Hats and caps.....	46,242	42,989	Tobacco:		
Imp'ements and ma-			Manufactured.....	10,665	8,241
chinery.....	577,628	412,663	Unmanufactured.....	239,217	84,145
Instruments, musical.....	64,064	52,488	Vehicles.....	260,026	244,103
Iron and steel.....	313,759	251,300	All other articles.....	2,816,277	2,308,125
Jute goods: Bags, sacks,			Total.....	10,211,284	10,570,497
etc.....	290,597	484,745			
Leather.....	210,268	93,876			

* Including woolen goods as follows: Apparel, £222,933; woolen socks, £71,551; blankets, £864; woolen piece goods, £407,538; woolen goods (free), £45,451.

ITALIAN PRODUCTION OF OLIVES, RICE, AND HEMP.

[Consul General David F. Wilber, Genoa, Aug. 9.]

The 1917 olive crop in Italy was damaged by prolonged drought, especially in the southern Provinces; ripening took place rapidly with loss of size. In Tuscany, Calabria, and Sicily attacks of the olive fly occurred, but without serious loss. The crop was good in quantity and quality in central Italy.

The Ministry of Agriculture has issued the following statistics of the production of olives for oil in the various Departments of Italy during 1917, comparing the figures with those for 1916 and with the average for the eight years 1909-1916:

Departments.	Average. 1909-1916	1916	1917	Departments.	Average. 1909-1916	1916	1917
	<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>		<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>
Liguria.....	41,100	33,400	90,000	Campania.....	90,500	78,200	90,100
Lombardy.....	1,400	1,400	4,900	Apulia.....	277,900	694,800	290,000
Venice.....	1,800	1,200	1,900	Basilicata.....	25,300	19,600	25,000
Emilia.....	2,200	2,800	3,300	Calabria.....	198,600	118,000	225,300
Tuscany.....	96,300	70,800	105,000	Sicily.....	173,700	183,000	183,400
Marches.....	6,400	4,000	12,900	Sardinia.....	24,600	15,100	37,500
Umbria.....	26,600	4,400	45,000				
Latium.....	53,300	44,700	90,000	Total.....	1,085,400	1,292,200	1,285,500
Abruzzi and Molise..	67,700	31,100	81,200				

Slight Increase in Rice and Hemp Yields.

In 1917 the area planted to rice in Italy was 341,251 acres. The yield amounted to 526,400 metric tons, an increase of 6,100 tons over that of the preceding year. According to departments the production was divided as follows:

Departments.	Average, 1909-1916.	1916	1917	Departments.	Average, 1909-1916.	1916	1917
	<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>		<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>
Piedmont.....	225,800	248,600	271,100	Tuscany.....	1,300	1,200	900
Lombardy.....	207,500	214,700	200,000	Sicily.....	400	400	400
Venice.....	35,800	31,500	31,600	Total.....	500,200	520,300	526,400
Emilia.....	29,400	23,900	22,400				

Hemp production increased from 72,400 metric tons in 1916 to 83,700 tons in 1917, but was below the average for the eight-year period 1909-1916. The total area planted to hemp was 222,393 acres, principally in the Departments of Emilia and Campania.

The following table gives the production of hemp for the past two years, also the average for the years 1909 to 1916:

Departments.	Average, 1909-1916.	1916	1917	Departments.	Average, 1909-1916.	1916	1917
	<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>		<i>Metric tons.</i>	<i>Metric tons.</i>	<i>Metric tons.</i>
Piedmont.....	2,000	2,000	2,000	Latium.....	440	550	400
Lombardy.....	570	400	700	Abruzzi and Molise..	330	230	350
Venice.....	9,600	8,700	8,800	Campania.....	22,700	20,100	26,000
Emilia.....	49,800	39,100	44,700	Calabria.....	110	100	100
Tuscany.....	150	100	50	Sicily.....	160	100	100
Marches.....	220	200	300	Total.....	80,200	72,400	83,700
Umbria.....	320	200	200				

WAR TRADE BOARD RULINGS.**ADDITIONS TO THE EXPORT CONSERVATION LIST.**

The War Trade Board announce, in a new ruling (W. T. B. R. 233), that further additions have been made to the export conservation list, effective September 21, 1918. A revised export conservation list, dated September 21 and containing the additions effective on that date, included in War Trade Board Journal No. 13 (September), has been sent to all individuals and firms on the mailing list of the War Trade Board.

Additional copies of Journal No. 13 may be obtained either from the War Trade Board, Washington, D. C., or from branch offices.

IMPORTATION OF SILK NOILS, ETC., RESTRICTED.

By a new ruling of the War Trade Board (W. T. B. R. 237) importers of silk noils, silk noil yarns, garnetted stock and silk waste will hereafter be required to give to the United States Government an option to purchase all such commodities imported by them at a price 2 per cent above the cost at the foreign port of shipment as shown by the consular invoice, including all charges except prepaid freight and prepaid insurance. All outstanding licenses for the importation of these commodities have been revoked as to ocean shipment after September 10, 1918.

Licenses for the importation of these commodities, where the application is otherwise in order may be issued, but shall contain the provision that the bill of lading be indorsed to the Silk Association of America, 354 Fourth Avenue, New York. The Silk Association of America will procure the option above mentioned before releasing the goods to the importer.

FRUITS, VEGETABLES, AND PRODUCTS THEREOF FROM BAHAMAS.

The War Trade Board, in a new ruling (W. T. B. R. 238) now permits the importation from the Bahamas of fruits and vegetables and products of fruits and vegetables, fresh, canned, or preserved, when brought from the Bahamas to east Florida ports on schooners or motor boats of approximately 100 tons or less register, which are owned and operated by residents of the Bahamas.

Licenses will be issued for such shipments, when applications are otherwise in order, thereby preventing hardship to the inhabitants of these islands and permitting the continuance of an industry of vital importance to the islands.

IMPORTATION OF COTTON GOODS INTO SOUTH AFRICA.

[Vice Consul Charles J. Pisar, Cape Town, Aug. 2.]

The following table shows the values of the cotton manufactures imported into the Union of South Africa during the first six months of 1918 compared with the same period of 1917.

Articles.	Jan.-June, 1917.	Jan.-June, 1918.	Articles.	Jan.-June, 1917.	Jan.-June, 1918.
Piece goods.....	\$5,996,812	\$11,468,264	Other manufactures.....	\$1,568,192	\$1,739,234
Blankets and rugs.....	1,424,225	2,597,786	Total.....	11,468,627	19,207,697
Shawls.....	169,835	228,224			
Hosiery and underclothing.....	2,309,563	3,174,189			

SWEDISH INDUSTRIAL DEVELOPMENT DURING THE WAR.

[From Svenska Handelstidning, Stockholm, transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 20.]

The Göteborg fair, July 8 to 13, is the first exhibition of Swedish industry since the outbreak of the war. The critical period through which the country has passed has in many respects influenced industry, on the one hand stimulating it by high fluctuations and at times a brilliant export market and on the other hand restricting and almost paralyzing it by the shortage of raw materials. Hand in hand with the shortage of raw materials have gone the efforts, sometimes successful and often not, for using more easily obtainable substitutes, preferably from home sources.

The goods from all parts of Sweden gathered at the Swedish fair show clearly the influence on its industry of the period of crisis. Most striking perhaps is what is lacking at the fair. The very meager representation of the textile industry speaks for itself. The use of substitute raw materials for this purpose is new in Sweden. There is, however, quite an assortment of textiles of paper, especially for curtains, table linen, linings, etc., and of paper mixed with wool for cloth. It is the Aktiebolag Förenade Yllefabrikerne (United Wool Factories (Ltd.)) in Norrköping that has taken up this manufacture. In emergency cases this cloth may, of course, be used, but as long as commonly woven cloth is obtainable the paper products will find no general use.

Substitutes Seen at the Fair.

About 20 different manufacturers are exhibiting sole-leather substitutes. In most cases these substitutes are wood treated in various ways. Furthermore, there are a number of artificial-leather products, well made, but, of course, inferior to real leather for wear and tear.

It is the metal and machine industries that are best represented at the fair. The necessity of economizing with the pure metals has brought forward cheaper and more easily obtainable metals for many purposes. This change is especially noticeable in the electrical industry. Copper has to a great extent been substituted with other metals, first and foremost steel, iron, and zinc. For transmission steel cables are now used to advantage. Svenska Metalverken (Swedish Metal Works) is exhibiting a large collection of these cables of all kinds. The installation material is generally made of iron and zinc covered with copper or brass. Both the Allmänna Svenska Elektriska Aktiebolaget (Swedish General Electric Co.) and Böhlmarks Lamp Factory are making installation material of substitutes. The Motor Factory Eck is exhibiting some samples of oil cocks and switches where substitutes for copper have been used to advantage. This development is still more strongly marked in the armature industry, electric armature being one of the best represented groups of goods on the fair. Substitute materials are used with excellent results for cheap as well as expensive lighting apparatus of all kinds. Cheaper lamps are mostly made of iron plate, electrolytically covered with copper or brass; the more expensive lamps are mostly made of zinc and lead well molded and ornamented and then covered with pure copper or an alloy thereof.

Domestic Manufacture of Electrical Supplies and Drugs.

The manufacture of electrical material has grown enormously during the war. In a number of articles, especially installation material and armature, foreign competition had the upper hand before the war, and at the prices then prevailing there was no chance for Swedish manufacture. Now Swedish manufacture has taken the market entirely, owing to the increased demand, the disappearance of foreign competition, and the change in prices. Before the time when foreign competition will again have to be met Swedish manufacture should be able to meet it. In this connection it may be mentioned that wood armature, the cheaper as well as the more expensive qualities, has gained more and more ground. Even electrical measuring instruments, which formerly were made only abroad, were exhibited at the fair, but these are not yet perfect.

With regard to medicinal-technical articles the Aktiebolag Astras has a small but well-equipped exhibit. The entire chemical industry based on coal tar before the war was practically a German monopoly. This has become more and more important for the manufacture of dyes and medicinal goods, and in many places in Europe efforts have been made to become independent of Germany in this respect. Since 1914 these efforts have grown. In Sweden the manufacture of medicinal goods especially has been taken up, and the Aktiebolag Astra is now making goods for which Sweden can supply raw materials. These are quite equal to those of foreign manufacture. The manufacture of these goods in Sweden has been handicapped by the lack of raw materials, especially glacial acetic acid. By a special process this difficulty has, however, lately been overcome, and the factory is now able to supply the demands at least of Scandinavia. The Aktiebolag Astra is also substituting formerly imported patent medicines on the Swedish market. A special war product made by this factory is cotton batting for bandages, made from 60 per cent of chemical wood pulp.

Carbide Lamps—Fuel Economy—Future of Substitutes and New Industries.

The efforts of the lighting industry to find a substitute for the kerosene lamp are also shown at the fair in the form of carbide lamps for use in places where there is no electric current—a battery lamp called the "Mercal," and also the Jungner primary elements intended for the electric lighting of entire buildings.

The necessity for fuel economy is also showing its effect in articles sold by the hardware dealers. Of more importance, however, is a centrifugal intended to extract oil from waste and other material used for wiping away oil. In connection with the oil-saving question may be mentioned the manufacture of ball bearings, which has met with great success. Domestic oil manufacture is also one of the results of the war. This is represented at the fair by Skogens Coal Aktiebolaget, Aktiebolag Furudals Wood-oil Factories, and Aktiebolag Handels och Sjöfartskompagniet (Trade and Shipping Co. (Ltd.).

The war substitutes are many, from pulleys made of paper by the Aktiebolag Svensk Pappersremsfabriker (Swedish Paper Pulley Factories (Ltd.), at Örebro, to piano strings of iron, made by Sandvikens Iron Works. Many of the substitutes exhibited at the fair are intended only to fill the most pressing needs and will disappear

as soon as it is again possible to get suitable raw materials. Others are so good that they have probably come to stay even in normal times.

Most important of all, however, is the development made by Swedish industries in many branches where formerly foreign competition prevailed. It is to be hoped that these developments will prove so good that they may be lasting, and that the quality of the goods manufactured will not be below the quality of those formerly imported.

NORWEGIAN SHIPBUILDING INDUSTRY.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 1.]

Norges Handels og Sjøfartstidende says that the shipbuilding industry of Norway has undergone considerable changes during late years. New yards have been built and old yards have been considerably extended. These measures have been greatly appreciated all over Norway as an effective step toward the rebuilding of the steadily decreasing trade tonnage.

No industry has had so many and great difficulties to contend with during the war as shipbuilding. From the beginning of the war it was difficult to get the necessary material, and during the last two years all supplies from the iron-producing countries have been stopped.

The Nylands Mekaniske Verksted has little by little had to cut down its work, and the number of workmen has decreased to about half, or about 560 men. A number of new ships have been contracted for, but the material at hand will probably suffice for only two more ships. It will, however, be possible for some time to repair ships. In order to prevent unemployment the working hours have been limited.

Akers Mekaniske Verksted now employs three-fifths of the original force. The men work only 50 hours a week in order to drag out the time for work as much as possible. Here also there is a shortage of material; there are plates for only one new ship beside those ships which have been launched. There are very few repairs because the ships are hardly ever at home.

Trondhjem Mekaniske Verksted is now using the last raw materials. About 500 men are employed. A ship was launched a short time ago, but there are not enough materials for the next boat. Two boats are on the slipways, and 11 have been contracted for but can not be delivered on account of lack of materials. There are few repairs, as most of the ships are away. On account of the lack of paint this year the ships will not get their usual spring coat.

SHORTAGE OF HEMP IN SWEDEN.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

No hemp is coming to Sweden from Russia. Representatives of the raw-material union have been sent to Petrograd and Finland to get hemp, but even if the quantities stored in these places were obtained, it would in no way meet the demands, as the quantities are small, and it is impossible to connect with the hemp-producing districts that are mainly in Ukraine and Poland.

OSTRICH-FEATHER MARKET OF PORT ELIZABETH.

[Consul John W. Dye, Port Elizabeth, South Africa, July 12.]

The general position of the ostrich-feather market during the past month was exceedingly unsatisfactory, owing to the American embargo and the entire absence of shipping facilities. The market was rather lightly supplied with inferior qualities and competition was irregular. Speculative buying continued, so fair prices were realized for good quality parcels; but common and poor lots of all descriptions were neglected.

The results of the last four municipal auctions were as follows: Week ending June 4, 2,939 pounds brought \$7,606; week ending June 11, 3,733 pounds brought \$9,553; week ending June 18, 2,428 pounds brought \$6,833; week ending June 25, 4,775 pounds brought \$12,619.

At the sale of June 24, 1918, the ruling prices were as follows for unsorted parcels:

Description.	Price per pound.	Description.	Price per pound.
Whites:		Drabs:	
Good average.....	\$9.73-12.17	Good length.....	\$2.19-43.65
Ordinary.....	6.08- 7.30	Ordinary.....	.36- 1.09
Common.....	2.43- 3.65	Common.....	.06- .12
Feminas:		Tails:	
Good average.....	6.08- 7.30	White.....	1.34- 1.95
Ordinary.....	3.65- 4.26	Ordinary.....	.61- .85
Common.....	1.82- 2.92	Common.....	.24- .36
Blacks:		Tails, feminas:	
Good length.....	2.43- 4.87	Good.....	1.09- 1.22
Ordinary.....	.49- 1.46	Ordinary.....	.49- .73
Common.....	.06- .12	Common.....	.24- .36
		Spadonas.....	.85- 2.55

SPECIFICATIONS FOR BRITISH STANDARD CLOTHS.

Commercial Attaché Philip B. Kennedy, of London, has transmitted particulars of the cost of British standard cloths. These specifications may be inspected at the Bureau of Foreign and Domestic Commerce or its district offices upon referring to file No. 20166.

Construction of Molybdenum Smelting Works in Norway.

Commercial Agent Norman L. Anderson reports that a limited company has been formed in Haugesund, Norway, with a capital of 700,000 crowns for building a molybdenum smelting works near Sandnes, the first of its kind in Norway. It is estimated that the smelting works will be able to treat 50 tons of molybdenum per year to the value of 2,000,000 crowns.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 807 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Building material.....	27502	Iron and steel products.....	27501
Chemicals and dyes.....	27498	Novelties.....	27501
Cocoa beans.....	27498	Paints and oils.....	27501
Cotton goods.....	27498	Paper.....	27496
Cutlery.....	27501	Rope.....	27501
Electrical goods.....	27501	Screws.....	27504
Food products.....	27497	Sugar machinery.....	27500
Grain.....	27497	Table glassware.....	27496
Hardware.....	27501, 27502	Technical appliances.....	27502
Hosiery.....	27499	Telephone apparatus.....	27503
Household and kitchen ware.....	27501, 27502	Tools.....	27501
Industrial supplies.....	27502	Woolens.....	27499

27496.†—The managing partner of a firm in Argentina, who is at present in the United States, desires to secure an agency, on a commission basis, for the sale of paper of all kinds, cotton goods, table glassware, chemicals, and dyes. He wishes to do business with manufacturers only. Payment will be made by cash against documents at destination. Correspondence may be in English. References.

27497.†—A Belgian firm in England wishes to be placed in communication with American manufacturers and exporters of food products, grains, and other products, with a view to representing them in Belgium after the war.

27498.†—A firm in Australia wishes to be put in touch with American exporters of cocoa beans. The firm's usual method of payment is to supply confirmed banker's credit against which shippers can draw on them through London bank, drafts to be drawn at 60 days, but shippers receive their money on presentation of documents against the firm's letter of credit. References.

27499.*—An agency is desired by a man in Switzerland for the sale of hosiery and woolens. Quotations may be made f. o. b. New York. Payment will be made by cash against shipping documents. Shipments will be made through New York firm. Correspondence may be in English. References.

27500.*—A firm in Honduras having large tracts of land producing sugar cane is desirous of receiving proposals for American capital to join in the construction of a sugar mill.

27501.†—The owner of a large hardware store in Brazil, who is at present in the United States, desires to purchase and secure an agency for the sale of general hardware, floor and shelf hardware, cutlery, ironware, kitchenware, plated ware, electrical goods for house installation, iron and steel for ship construction, wire, agricultural machinery, hand tools, nails, paints and oils, hemp and wire rope, and novelties. Payment will be made by sight draft against shipping documents through a New York trust company. Correspondence should be in Portuguese, if possible. Reference.

27502.†—A company in Chile wishes to represent American manufacturers and exporters of industrial supplies, household articles, building materials, hardware, and technical appliances. Catalogues and samples should be submitted. Payment will be made against shipping documents in New York. Reference.

27503.*—A manufacturing concern in France wishes to secure an agency for the sale of telephone apparatus of all kinds for governmental and private lines. The firm would also like to secure, if possible, a license to enable them to manufacture such apparatus as they would represent in France. Correspondence should be in French.

27504.†—A firm in Japan is in the market for a quantity of tap die and wood screws. Catalogues, price lists, and other information should be submitted. References.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year

No. 223 Washington, D. C., Monday, September 23 1918

CONTENTS.

	Page.		Page.
Procedure governing exports to Sweden-----	1105	Forecast of Italian wine yield for 1918-----	1112
Increased exports of tin plate-----	1107	Scandinavian living costs-----	1112
Some recent Canadian customs rulings-----	1107	New German textile substitutes-----	1114
New Zealand imports from United States and Japan-----	1108	Method of computing cargo space needed for barrels-----	1115
A supply of French African hardwoods offered-----	1108	Prohibit of Islands products-----	1115
Cuban market for motor boats-----	1109	Australian imports from United States-----	1116
Record wool shipment from Port Elizabeth-----	1109	Receipts of New Zealand Government-----	1119
Increasing Japanese trade with Australia-----	1110	Offices of the Bureau of Foreign and Domestic Commerce-----	1119
Future of ostrich farming in South Africa-----	1111	Regulations governing shipper's export declaration-----	1120
		Proposals for Government supplies and construction-----	1120

PROCEDURE GOVERNING EXPORTS TO SWEDEN.

The War Trade Board announces in a new ruling (W. T. B. R. 236) the adoption of the following regulations governing the procedure with respect to the issuance of licenses for the exportation of commodities to Sweden. Previous announcement with respect to such regulations (W. T. B. R. 191, Aug. 9, 1918) is hereby withdrawn.

1. Exporters should apply for licenses to the Bureau of Exports, Washington, D. C., using Application Form X and such supplemental information sheets concerning the commodity as are required.

2. Exporters in the United States before filing applications for export licenses must obtain from the prospective importer in Sweden advice that there has been issued by an appropriate importing association, or by the Statens Handel's Kommission, a certificate covering the proposed consignment. The number of the certificate should be forwarded by the importer in Sweden to the American exporter. This number should be specified on Supplemental Information Sheet X-104, which must be duly executed and annexed to the application for an export license.

3. Applications for licenses to export to Sweden commodities for which an importing association certificate or a Statens Handel's Kommission certificate is required will be considered only in the event that the said certificate has been issued subsequently to June 28, 1918. Certificates issued prior to that date will be treated as void, and exporters in the United States should not apply for licenses to export to Sweden on the basis of import certificates issued prior to June 28, 1918. The correct serial numbers of certificates issued subsequently to June 28, 1918, will be higher than 10832.

4. In filing applications for license to ship commodities which are controlled by an import association the shipment must be consigned to the association that issued the certificate, and exporters are re-

quired to state on the application the name of the person or firm in whose favor the import certificate was issued; as, for example:

(13) *Consignee: Wool Import Association, Stockholm, Sweden.*

(14) *Purchaser abroad: (Here state person or firm to whom certificate was issued. Address of such person or firm.)*

5. The import certificates for commodities which are not controlled by Swedish import associations will be furnished by the Statens Handel's Kommission, and the goods may be consigned directly to the importer.

6. Commodities to be exported to Sweden may be shipped only on vessels flying the Swedish flag.

7. The War Trade Board further announces that no purchases for export to Sweden, nor arrangements for the manufacture of any article for export to that country should be made before an export license has been secured.

8. The War Trade Board has been advised that the following import associations in Sweden will accept, on behalf of the Swedish importer actually interested, consignments of the articles mentioned below. Other import associations may be formed in the near future, in which case due announcement will be made:

(1) *Wool Import Association.*—Wool and other raw material for the wool industry.

(2) *Cotton Import Association.*—Cotton and cotton yarn, excluding sewing cotton.

(3) *Jute and Hemp Manufacturers' Import Association.*—Jute, hemp, manilla, flax, sisal, and other soft and hard fibers, binder twine, coconut yarn, and similar commodities.

(4) *Textile Import Association.*—Sewing cotton, silk yarn, textiles of silk, wool, cotton, and other materials, and sundry manufactures of hair and feather, manufactures of bone and horn, other manufactures from vegetable materials (excluding tanning materials), and similar commodities.

(5) *Corkwood Import Association.*—Cork and manufactures thereof.

(6) *Leather Trade Import Association.*—Hides and leathers, furs, manufactures of hides and leather, tanning material, chrome, alum, chrome sulphate, bichromate of sodium and potassium for tanning purposes, and similar commodities.

(7) *Metal Import Association.*—Mica, graphite, metals not worked, metal manufactures, lead, tin, tin plate andterne plates, graphite crucibles, aluminum, nickel, and similar commodities.

(8) *Raw Phosphate Import Association.*—Raw phosphates.

(9) *Brush Makers' and Horse Hair Spinners' Raw Material Import Association.*—Hair and feathers, bast, bamboo, rattan, cane, rice-root, and similar commodities.

(10) *Margarine Manufacturers' Raw Material Import Association.*—Edible oil and fats for the manufacture of margarine.

(11) *Wine and Spirits Import Association.*—Wines and spirits.

(12) *Tobacco Import Association.*—Tobacco.

(13) *Chemical Industries Import Associations.*—Technical oils, camphor, paraffin wax, other waxes, varnishes, fats, and tallow for technical use, asbestos waste, dyes, wood pulp, paper, stone and clay (excluding mica and coal) phosphates, rosin, soda anodes, paints, antimony sulphide, sulphur, and similar commodities.

(14) *Rubber Import Association.*—Rubber and rubber goods.

(15) *Oil Manufacturers' Import Association.*—Linseed, rapeseed, beet seed, linseed oil, rapeseed oil.

(16) *Swedish Medical Board.*—Drugs, medical and surgical supplies.

(17) *Swedish Victualing Commission.*—Live animals, foodstuffs from animals, bread, cereals and products of colonial produce (excluding tobacco), fruits, garden plants, saltpeter, seeds (excluding rapeseed, linseed, beet seed), oil cakes, and similar commodities.

(18) *Lubricating Oil Import Association.*—Lubricants, vaseline, and similar commodities.

INCREASED EXPORTS OF TIN PLATE.

Exports of tin plates, terne plates, and taggers tin from the United States during the first seven months of 1918 amounted to 390,805,210 pounds, as compared with 325,096,643 pounds for the corresponding period of 1917, an increase of 20 per cent. France registered the largest percentage increase of any single important country, taking 22,830,412 pounds as against 6,938,300 pounds in 1917, an increase of 229 per cent. Exports to Italy also increased more than 200 per cent advancing from 15,619,545 pounds in 1917 to 47,917,909 pounds in 1918. The following were other noted increases and decreases.

Countries.	January- July, 1917.	January- July, 1918.	Increase (+) or de- crease (-).	Per cent of increase or decrease.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Cuba.....	5,203,731	1,610,727	- 3,593,004	- 69
Argentina.....	28,787,247	42,897,501	+14,110,254	+ 49
Brazil.....	15,176,397	22,912,372	+ 7,735,975	+ 51
Uruguay.....	9,906,122	25,152,503	+15,246,381	+154
British India.....	23,281,221	13,681,854	- 9,599,367	- 41
Dutch East Indies.....	16,714,036	7,571,612	- 9,142,424	- 55
Japan.....	31,214,827	64,980,137	+33,765,310	+108

It will be noted that the largest individual increase in point of quantity was registered by Japan, which now imports 73 per cent of the quantity imported by Canada, our best customer. In point of value, however, Japan's seven months' imports were valued at \$8,733,037 as against \$7,162,502 for Canada.

SOME RECENT CANADIAN CUSTOMS RULINGS.

According to customs memorandum No. 2237B, of September 10, 1918, the prohibition against the importation into Canada of passenger automobiles valued at \$1,200 or more, f. o. b. place of manufacture, applies also to the body and chassis for such automobiles when the value of the body or chassis together with the usual parts required to complete the automobile amounts to \$1,200 or more, f. o. b. place of export.

Radiators imported with tractor attachments and furnished only to supply sufficient cooling when the attachments are placed on an automobile, may be admitted free of duty under the order in council of last February providing for the free admission of tractors costing not more than \$1,400. The new ruling is in effect from February 8, 1918.

The war excise tax of 10 per cent of the duty paid value applied to certain articles, including mechanical piano and organ players, since May 1, 1918, does not apply to player pianos or player organs, except in respect to the player action installed therein or attached thereto.

A new trading company has just been formed in Copenhagen under the name of "Det argentinske Handelskompagni" (The Argentine Trading Co.) for the purpose of carrying on trade with Argentina. Scandinavian products will be exported to South America and South American products imported into Denmark.

NEW ZEALAND IMPORTS FROM UNITED STATES AND JAPAN.

[Consul General Alfred A. Winslow, Auckland, New Zealand.]

According to figures given out by the Minister of Customs of New Zealand, the import trade of New Zealand shows quite marked changes since the beginning of the war, especially along the line of certain articles and from certain countries, as indicated by the following tables giving the value of the imports of certain articles for the years 1914 and 1917:

Articles.	1914	1917	Articles.	1914	1917
IMPORTS FROM UNITED STATES.			IMPORTS FROM JAPAN.		
Boots and shoes, n. e. s.	\$44,066	\$163,470	China and earthenware.	\$14,541	\$70,832
Cotton piece goods, n. e. s. .	173,427	459,242	Cotton piece goods, n. e. s. .	63,712	282,603
Fancy goods and toys.	42,952	129,755	Fancy goods and toys.	59,824	206,018
Glass: Plate, window, etc. .	5	111,457	Hats and caps.	16,979	177,199
Hardware, n. e. s.	322,839	415,979	Silk piece goods.	265,176	847,277
Hosiery, n. e. s.	15,271	196,470	Wearing apparel, n. e. s.	65,999	275,382
Kinematograph films.	59,152	338,369	All other articles.	644,568	1,526,106
Leather, sole.	4,780	189,336	Total.	1,130,799	3,376,417
Motor vehicles.	1,338,998	2,605,181			
Raisins.	123,356	466,001			
Rubber tires for motor vehicles, etc.	133,663	1,163,726			
All other articles.	90,445	14,539,123			
Total.	12,348,963	20,898,103			

Exports to United States.

The exports from New Zealand to the United States during the above years increased from \$5,003,025 in 1914 to \$9,218,694 in 1917. The principal increases were as follows: Sausage casings, from \$3,402 in 1914 to \$942,130 in 1917; hemp, from \$307,441 to \$2,342,782; pelts, from \$819,752 to \$4,328,070; and tallow, from \$3,003 to \$100,863.

There were no exports of wool to the United States during 1917, while in 1914 they amounted to \$1,087,551; and there was also quite a decrease in the exports of kauri gum, from \$1,538,787 in 1914 to \$893,042 in 1917.

A SUPPLY OF FRENCH AFRICAN HARDWOODS OFFERED.

[Consul W. J. Yerby, Dakar, Senegal, July 29.]

I have been requested by the Governor General of French West Africa to call attention to the almost inexhaustible supply of best-quality mahogany and "okoumé" obtainable in the Gabon, French Kongo. He informs me that these woods may be secured in unlimited quantities at present at much lower prices than are now being paid for other West African woods.

Two representatives of a company holding large concessions in the Gabon, with exporting offices at Cape Lopez, Gabon, have visited this consulate, upon the advice of the Governor General, to interest American importers of mahogany. [The address of this company may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 105806.] They claim that both the "okoumé" and the mahogany have been used with success in connection with aeroplane construction in France. The "okoumé" is used principally for making ply boards, veneer, etc.

CUBAN MARKET FOR MOTOR BOATS.

[Vice Consul Albert F. Nufer, Cienfuegos, Aug. 28.]

The expansion that is now taking place in the American motor-boat industry as the result of plant enlargements to meet war needs should place that industry at the close of the war in a position to extend its foreign trade. With this thought in mind, and investigation of the possible market for boats and accessories in the Cienfuegos district was made.

The conditions for yachting here were found to be ideal. The Bay of Cienfuegos, covering about 40 square miles, is landlocked and ideal for motor boating; the Caonao, Damuji, and Arimao Rivers, which flow into it, are navigable, even for large-sized motor boats, for a number of miles. Although there are 129 motor boats in use in Cienfuegos, yachting has heretofore not been as popular as the facilities therefor, and the prosperous condition of the people would lead one to suppose. During the past two months, however, due probably to the great success of the regattas in Habana and Cardenas, interest in yachting has been greatly stimulated, with the result that the Cienfuegos Yacht Club has been organized. The purpose of this organization will be the holding of regattas in the bay here and providing for the representation of Cienfuegos in future regattas held in other Cuban cities. It is the intention of the club to purchase a site in Revienta Cordeles, a suburb of Cienfuegos.

It appears probable that with this encouragement the market for motor boats and accessories of all descriptions will greatly improve, and after the termination of hostilities American manufacturers may find a good sale for such products in this district, especially if the present prosperity of the people should continue. In this connection there is transmitted a list of local houses that might be interested to act as agents for the sale of motor boats and accessories. [The list may be procured from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 105498.] It is suggested that interested firms communicate (in the Spanish language) at once with these concerns, in order that preliminary arrangements may be made and the termination of the war find their foreign agencies already established.

RECORD WOOL SHIPMENT FROM PORT ELIZABETH.

[Consul John W. Dye, Port Elizabeth, South Africa, Aug. 3.]

As a result of the announcement that all licenses for the importation of wool from South Africa into the United States would be canceled for shipments made after July 28, there was great activity at Port Elizabeth to load as much wool as possible by that date.

During the last few days of the time allowed for shipment there were five ships, one steamer and four sailing vessels, in the bay loading wool for the United States. Work continued on two of them up to midnight on the 28th, and, with the exception of 247 bales, all five ships were loaded to their fullest capacity.

A total of 15,029 bales and 3,479 bags, weighing approximately 3,931,450 pounds and valued at \$2,704,466, was loaded. This is a record for Port Elizabeth, and, considering that Algoa Bay is really only an open roadstead, it is a noteworthy achievement.

INCREASING JAPANESE TRADE WITH AUSTRALIA.

[Consul General J. I. Brittain, Sydney, Australia, July 23.]

In addition to dry goods, the Japanese are entering this market with various lines, such as toys, dolls, novelties, glassware, porcelain, mattings, matches, stationery, leather goods, brushes, drugs and chemicals, clocks, imitation jewelry, electrical goods, openwork table covers and doilies, and underclothes.

The merchandise is not all satisfactory; in fact, there have been a number of complaints, but the Japanese manufacturer, generally speaking, evinces a desire to produce the article that will suit the Australian purchaser. There have been several complaints of wrong numbering of sizes, especially in undergarments. He is an earnest student of conditions and requirements and is doing all in his power not only to obtain trade but to retain it.

Visitors to Japan, be their mission pleasure or business, usually return with favorable impressions, especially regarding courteous treatment. Tonnage between Japan and Australia is increasing, as Japanese shipowners cooperating with the manufacturer make it possible for the salesman to state definitely delivery dates.

Imports of Japanese Soft Goods.

In 1913 the total value of soft goods imported into Australia from Japan was \$2,122,198, the following being the principal items: Hats, caps, and bonnets, \$80,721; other apparel, \$566,045; cottons and linens, \$241,369; silks, \$976,984; other soft goods, \$357,079, making a total of \$2,222,198. For the year ended June 30, 1917, the imports of the same items were: Hats, caps, and bonnets, \$512,068; other apparel, \$1,904,563; cottons and linens, \$804,982; silks, \$2,928,295; other soft goods, \$1,446,158, making a total of \$7,596,066.

Japanese exportation to Australia of soft goods, which, under pre-war conditions, was limited practically to the silks and cotton crêpes familiar to the local market for many years, has, since the stoppage of German and other European importations, expanded to such a degree that pretty well every department of the trade is beginning to feel its influence, says a local publication.

In ready-to-wear articles of women's apparel the influx from Japan is not so great as is generally supposed.

The soaring prices of cotton have created a demand for silk underwear, which to a very large extent the Japanese are supplying. They export to these shores camisoles, nightdresses, negligees, pajamas, silk-woven singlets in all the delicate colors most in favor, knickers, and silk hosiery. The publication continues:

French and American Designs.

Quick to respond to the fancy for well-cut garments in these directions, Japan has gone to France and America for her designs, and even the kimono, formerly adapted to the small sizes of her own women, she has learned to cut on the more generous lines demanded by the more robustly built women of Australia.

All classes of cotton underwear come from Japan—undervests, knickers, bloomers, and hosiery for women; for men, undervests, underpants, and socks; half hose and rompers for children. Japan is also placing on the local market big supplies of the cotton-toweling bath and surf gowns favored by the Australian man and woman.

Kid gloves have been successfully manufactured; but the cost of the raw material, which must be imported, allied to the increased cost of Japanese labor, and the heavy tariff imposed by the customs, excludes them from a large market

here. Cotton and felt slippers are other made-up articles exported, but, as in the case of gloves, the exportation of boots is prohibited, the leather having to be brought from America at an exorbitant cost.

Anything in the way of costumes—dresses and blouses—have not been landed here to any great extent, not because of changing fashions, but because of the heavy tariff. Materials are imported, and the garments made up locally. A blouse on which a customs duty of from 3s. to 5s. is imposed can be made locally for 1s. 6d. However, Japan sends embroidered lengths for full costumes and blouses, and these are included in the list of ready-to-wear articles.

Official Silk Inspection.

It is in the direction of dress materials themselves that Japan has taken enormous strides since the beginning of the war, which has opened up previously unexploited fields of commerce.

Japanese silks, for example, have improved in quality and variety, and manufacturers have learned from patient experiment the secret of excellent dyeing processes. Japan exports no artificial silk.

The roughness or unevenness which was at one time frequent in Japanese silks has disappeared from the newest imports, a consummation due chiefly to the supervision of all silks leaving the country by officials of the Japanese Government. Every length is inspected, and if it contains a flaw is rejected for export and branded "second quality."

The ordinary variety, known as "Japanese" silk, undergoes inspection, and is officially stamped first, second, or third quality, according to its perfection or imperfection. By these means Japan's silk trade has been built up to a very remarkable extent.

FUTURE OF OSTRICH FARMING IN SOUTH AFRICA.

[Consul John W. Dye, Port Elizabeth, July 18.]

The prospect of an improvement in conditions affecting the ostrich-farming industry of South Africa is discussed in the following article from the July 17 issue of the Port Elizabeth Advertiser:

Dr. J. E. Duerden, South Africa's acknowledged expert on the ostrich, states that in 1913 the zenith of the feather industry in South Africa was reached. The value of the feathers exported in that year was £3,000,000, being at that time next to gold and diamonds in importance among our industries. The slump began shortly before the war, but would undoubtedly have been less severe but for its continuance. As it is, although the farmers have suffered considerably, they have most of them, by this time, put their farming operations on a different basis and are once more fairly prosperous, a prosperity largely due to the improved prices they are now getting for sheep and cattle, and to the development of the pig industry. The ostrich farmer is by no means despondent with regard to the future, but is fully confident that when once the war is over and settled economic conditions return, the feather industry will come to the front again. A close study of the economic position also confirms the opinion. Most farmers are holding on to their birds, though little increase is taking place. All the feathers produced are sold, though at prices which scarcely cover the cost of production.

Breeding Problems.

While having a decidedly practical bearing on the industry, Dr. Duerden's investigations are also contributing much to the science of genetics or breeding. One of the principal lines of his work is in connection with the crossing of the North African ostriches imported into the Union in 1912. The main object of these experiments is to discover to what extent the North African blood can improve the South African strain of ostriches built up during the last 50 years as a result of intensive selective breeding. Dr. Duerden does not feel able to give a definite opinion whether the North African bird can advantageously be blended with the South African.

Lately some extremely important results have been received in connection with the phenomena of degeneration. It is found that the number of feathers produced by the ostrich is undergoing a slow reduction, though certain strains still retain their ancestral number. Indeed, one bird has been discovered with 42 plumes on each wing, as compared with the average of 36. The progeny of this bird are now being carefully reared at the Grootfontein School of Agriculture, and it is expected that before long a new strain of ostrich will be developed, producing 25 per cent more feathers than the average bird of to-day.

FORECAST OF ITALIAN WINE YIELD FOR 1918.

[Consul B. Harvey Carroll, Jr., Venice, Aug. 15.]

The Department of Venice in 1917 produced 3,311,000 hectoliters (hectoliter=26.417 gallons) of wine, and the estimated production for 1918 is 1,950,000 hectoliters. A great part of this difference is due to the fact that the Provinces of Udine, Belluno, and part of Treviso have been invaded and held by the enemy, but part is due to the deterioration of the grapes on the vine from mildew and the April fogs.

The prospects for a large grape crop everywhere in Italy were very promising at the blossoming season, but fog, hail, and mildew have had an effect such that the estimated production for the entire country is only 43,750,000 hectoliters for 1918, as compared with 48,715,000 hectoliters in 1917.

Production by Provinces.

The comparison by Provinces is as follows:

Province.	Yield in 1917.	Estimated crop, 1918.	Province.	Yield in 1917.	Estimated crop, 1918.
	<i>Hectoliters.</i>	<i>Hectoliters.</i>		<i>Hectoliters.</i>	<i>Hectoliters.</i>
Piedmont.....	6,714,000	7,300,000	Lazio.....	3,373,000	2,800,000
Liguria.....	650,000	800,000	Campania.....	7,135,000	5,200,000
Lombardy.....	2,531,000	2,700,000	Puglia.....	2,807,000	2,800,000
Venice.....	3,311,000	1,950,000	Abruzzi and Molise.....	2,108,000	2,000,000
Emilia.....	5,136,000	4,650,000	Basilicata.....	442,000	400,000
Tuscany.....	4,621,000	4,900,000	Calabria.....	507,000	400,000
Marches.....	2,683,000	1,800,000	Sicily.....	4,745,000	4,600,000
Umbria.....	1,176,000	1,100,000	Sardinia.....	376,000	350,000

Counting the yield of 1917 at 100 per cent the percentage of prospective yield for 1918 in the principal grape-growing districts of the Department of Venice is as follows: Lavagna di Verona, 60; Verona, 120; Vicenza, 70; Montegaldella, 70; Lendinara, 60; Este, 50; Colli Euganei, 50 to 60; Padua Province, 50 to 60; Peraga, 60 to 70 per cent.

The internal demand for wine is rather strong, and except in Sicily and a few other places there is little left of last year's exceptionally good harvest.

SCANDINAVIAN LIVING COSTS.

[Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, Aug. 12.]

All the Scandinavian Governments are giving attention to the advancing cost of living and are taking steps to ascertain actual conditions and to remedy, as far as may be, the discrepancies between the necessary expenses and the earning power of the people, especially the laboring classes.

One method of relief is the fixing of maximum prices of articles for domestic consumption. When these are fixed low enough to satisfy the consumers, the domestic producers usually complain that they are below the cost of production. The Government undertakes to equalize this by fixing high minimum prices for exportable products. For example, the maximum price that the retailer is permitted to charge for butter in Denmark is 3.20 crowns per kilo. (39 cents per pound). The export price, however, is 8 crowns per kilo. (97 cents per pound). The present cost of producing butter is about 48

cents per pound. If the producer receives 37 cents for domestic butter, he loses 11 cents on that, but makes 49 cents on all he is permitted to export (that is, the surplus over home requirements). When he can export as much as 19 per cent of the production at this price, the producer does not lose on the whole. At the moment the production is at the rate of about 70,000 tons per year, the consumption 50,000 tons, and export 20,000 tons (28½ per cent). Thus the present butter regulations seem to protect both the consumer and the producer.

Butter conditions will change for the worse when the cattle can no longer feed on grass, for there will be a shortage of imported oil cake, which is the mainstay of the Danish dairies.

Increased Taxation and Salary Increases—Variations in Household Budgets.

Low minimum prices on imported articles or on domestic products like wheat, of which there is no perceptible export, must make a loss for the Government, and this is being made up by increased taxation, generally regulated to bear hardest on the largest incomes.

Another method of relief, which also costs the general taxpayer, is special salary increases. At present these are arranged to favor the laborer more than the middle-class salaried men. It is claimed that a butcher's clerk now receives in salary and bonus more than a university professor.

From time to time the Scandinavian Governments publish tables showing the variations in cost of a standard household budget. In Denmark and in Sweden the basis is a total expenditure of 2,000 crowns (at par \$536) per year in July, 1914. In Norway the budget as published is 1,528 crowns. The following table is submitted to show the variations in these costs, and the percentage represented by the costs in 1918 if the cost in 1914 is taken as 100 per cent. For the sake of uniformity, the Norwegian budget has been calculated on the basis of 2,000 crowns:

Articles.	Norway.			Sweden.			Denmark.		
	July, 1914.			April, 1918.			July, 1918.		
	Crowns.	Crowns.	Per cent.	Crowns.	Crowns.	Per cent.	Crowns.	Crowns.	Per cent.
Food.....	959	2,382	248	876	2,066	229	930	1,777	187
Light and heat.....	107	550	542	97	272	280	100	275	275
Clothing.....	253	708	280	219	591	270	270	702	260
House rent.....	313	316	111	300	336	112	330	426	130
Other expenses.....	368	717	195	508	853	168	350	455	130
Total.....	2,000	4,733	237	2,000	4,058	203	2,000	3,635	182

In the Danish statistics the articles of food are further specified, as follows:

Article.	July, 1914.	July, 1918.
Meat.....	234	483
Butter, milk, cheese, eggs, margarine, lard.....	290	490
Fish.....	30	42
Bread.....	153	264
Flour, etc.....	33	82
Potatoes, vegetables, fruits.....	51	120
Sugar and other groceries.....	158	287
Total food.....	950	1,777

NEW GERMAN TEXTILE SUBSTITUTES.

[Consul General Albert Halstead, Stockholm, Sweden, Aug. 26.]

Since the expectation of finding a real textile substitute in paper yarn did not materialize, the energy of German inventors has been turned toward other channels. Paper yarn is, however, good for the manufacture of sacks, carpets, beltings, and like articles not washable and of a coarse fabric, but for clothing it is not useful.

"Cellulon" is a new substitute product made from pulp, but as a rule without the addition of resin glue. The liquid pulp is not rolled on the regular machines, but is worked in a round drainer, where part of the water is taken away and the more solid mass which is left is divided into strips, which in a wet condition are taken to the spinning machines. In this wise a yarn is obtained somewhat better than the paper yarn, but still not fitted for anything but coarse fabrics.

"Stapelfaser" a New Substitute.

Another product, "Stapelfaser," seems to promise better results. In the manufacture of paper yarn the cellulose fiber is cut off when the paper is cut into strips for the spinning machines. Efforts are now being made to secure longer fibers from cellulose. In the manufacture of "Stapelfaser" the cellulose treated with certain chemicals is dissolved to a jellylike mass, which is pressed through very fine strainers, thus producing fine fibers. These fibers are then twined together into coarser threads. The thread is rolled up and cut into pieces from 4 to 5 centimeters (centimeter=0.3937 inch), which are put through a drying process, during which the fibers part from each other, leaving sufficiently long and fine threads. This method of manufacture is somewhat similar to the one used in the manufacture of artificial silk.

"Stapelfaser" is claimed to replace cotton and wool, except that it is not as washable. It may be washed, but when wet must not be pulled. As soon as dry it is just as good as before. However, if, when weaving, a small portion of wood or cotton is inserted, a full washable fabric is obtained.

Still a Question of Raw Materials—Leather Substitute.

The above facts are from the *Frankfurter Zeitung*, which journal, however, claims that the textile question is not yet fully solved. It states that the production of clothes from "Stapelfaser" has already been started at several factories in Germany, but that the products have been taken by the military authorities for the needs of the army. Even if the method is technically finished, production is dependent upon the supply of raw materials and mainly chemicals. Both the raw materials and the chemicals necessary are available in Germany, but not in sufficient quantities.

The Textile-Industrie A. B., in Barmen, has succeeded in obtaining a product from cellulose yarn which, without any dressing, can replace leather and from which shoes are said to have been successfully made.

An American consulate is to be opened at Oruro, Bolivia, by the Department of State, and Mr. Ross Hazeltine has been appointed consul.

METHOD OF COMPUTING CARGO SPACE NEEDED FOR BARRELS.

The United States Bureau of Standards has worked out, for the use of shippers, the following formula for computing the hold space required for a shipment of barrels, when the internal contents in cubic feet are known:

$$V = \frac{2.81}{2 - \frac{1}{L} - \frac{1}{w}} \times v \times N$$

where V =total hold space required.

v =internal contents in cubic feet.

1 gallon=0.134 cubic feet.

L =number of barrels in length of bottom layer.

w =number of barrels in width of bottom layer.

N =number of barrels in shipment.

The coefficient $\frac{2.81}{2 - \frac{1}{L} - \frac{1}{w}}$ varies with the shape and size of the hold.

For existing commercial conditions the range of variation of the coefficient is in all probability between 1.5 and 1.8.

Assume a shipment of 134 fifty-gallon barrels, the bottom layer 10 barrels long and 4 barrels wide;

then $L=10$; $w=4$,

$v=50 \times 0.134$ cubic feet.

=6.7 cubic feet.

$N=134$ barrels.

Substituting in the formula

$$V = \frac{2.81}{2 - \frac{1}{10} - \frac{1}{4}} \times 6.7 \times 134$$

=1.7 \times 6.7 \times 134.

=1,526 cubic feet of hold space required.

PRIBILOF ISLANDS PRODUCTS.

The Bureau of Fisheries reports that the 990 bags of unground and 321 bags of ground bone from St. George Island, landed by the *Roosevelt* at Seattle on July 7, were sold late in July to Brady & Co. of that place. The gross weight aggregated 6,010 pounds, while the net weight of bones was 80,092 pounds. At \$29 per ton the gross proceeds amounted to \$1,161.33. After deducting expenses, \$70.75, for weighing and resacking, the net proceeds amounted to \$1,090.58. From this sum it is expected that there will be deducted \$400.46, due to the natives, who are paid at the rate of one-half cent per pound for gathering the bone. The balance will then be covered into the Treasury of the United States.

The 84 assorted domestic hides brought down from St. Paul Island on the last trip of the *Roosevelt* were sold to the Hibbard-Stewart Co. at Seattle. The proceeds, amounting to \$349.55, have been turned into the United States Treasury. These hides were chiefly from sheep which had been slaughtered for the Government mess.

AUSTRALIAN IMPORTS FROM UNITED STATES.

[Howard A. Treat, secretary to commercial attaché, Melbourne, July 29.]

The following figures, compiled by the Commonwealth statistician, Mr. G. H. Knibbs, show the imports into Australia from the United States during the fiscal year 1916-17, as compared with imports during the calendar year 1913.

The year 1913 was the last 12 months before the war in which returns were reckoned from January through December; the change to the fiscal system was made in 1914-15, and for this reason 1913 is taken as the latest normal pre-war year.

Articles.	1913	1916-17	Articles.	1913	1916-17
FOODSTUFFS OF ANIMAL ORIGIN.			ALCOHOLIC LIQUORS, ETC.		
Fish:			Ale and beer.....	\$1,125	\$73
Preserved in tins.....	\$951,232	\$1,204,774	Spirits (beverages).....	9,404	114,842
Other.....	29,658	79,736	Other spirits:		
Meats, poultry, and game:			Essences, extracts, etc.	82,673	82,850
Bacon and ham.....	4,241	745	Perfumes.....	12,331	28,309
Potted and concentrated.....	23,858	28,991	Other.....	3,131	5,137
Preserved in tins.....	4,835	14,804	Wine.....		5,162
Sausage casings.....	388,772	332,139	Total.....	108,664	212,873
Other.....	2,050	1,670			
Milk, preserved, etc.....	14	17,614	TOBACCO, AND MANUFACTURES OF.		
Other foods of animal origin.....	3,885	26,297	Tobacco:		
Total.....	1,408,545	1,676,770	Manufactured.....	645,211	570,048
FOODSTUFFS OF VEGETABLE ORIGIN.			Unmanufactured.....	3,236,235	3,655,987
Confectionery:			Cigars.....	4,013	10,373
Chocolate.....		101,276	Cigarettes.....	22,207	4,734
Other.....	145,072	137,192	Snuff.....		5
Fruits:			Total.....	3,907,736	4,241,127
Dried—			ANIMAL SUBSTANCES (NOT FOODSTUFFS).		
Raisins.....	1,051	1,363	Glue, gelatine, and cements, n. e. s.....	31,255	52,128
Other.....	138,975	152,616	Other animal substances.....	16,721	404
Fresh—			Total.....	47,979	52,532
Apples.....	330,716	210,203	VEGETABLE SUBSTANCES AND FIBERS.		
Citrus.....	7,860	82,590	Cork, manufactures of.....	57,777	18,053
Other.....	11,460		Fibers.....	896	7,869
Preserved.....	81,811	129,019	Resin.....	345,112	364,285
Grain and pulse:			Seeds.....	18,983	41,590
Cereals, unprepared—			Other vegetable substances.....	32,143	41,421
Barley.....	28,723		Total.....	454,911	473,238
Other.....		1,232	APPAREL, TEXTILES, AND MANUFACTURED FIBERS.		
Cereals, prepared—			Apparel:		
Corn flour and maltena.....	32,429	10,032	Blouses, skirts, etc.....		42,500
Flour.....	43	290	Boots and shoes—		
Oat meal, wheat meal, etc.....	13,046	23,478	Gun boots.....	23,453	17,113
Other.....	10,689	5,844	Rubber.....	203,643	59,409
Legumes, beans and peas.....	2,809	2,902	Minor articles for.....	68,477	585,086
Hops.....	209,178	100,700	Other.....	363,287	160,896
Infants' and invalids' foods.....	17,600	138,295	Buttons, buckles, etc.....		659,617
Pickles and sauces.....	21,096	12,988	Corsets.....	563,804	159,970
Sugar, sirups, etc.:			Gloves.....	18,403	139,345
Glucose.....	228,023	11,473	Hats and caps.....	46,790	1,730,213
Other.....	1,310	5,108	Hosiery.....	64,181	
Other vegetable food stuffs.....	24,098	241,038	Men's and boys' clothing.....		49,152
Total.....	1,312,927	1,368,299	Shirts, collars, and ties.....		94,887
NONALCOHOLIC BEVERAGES AND SUBSTANCES USED IN MAKING.			Minor articles.....	78,118	
Cocoa and chocolate.....	4,904	35,438	Other.....	377,230	869,387
Coffee and chicory.....	6,915	7,977			
Other beverages, etc.....	8,084	2,002			
Total.....	19,904	45,417			

Articles.	1913	1916-17
APPAREL, TEXTILES, MANUFACTURED FIBERS—continued.		
Textiles (exclusive of bags, sacks, and cordage):		
Blankets and blanket-ing.....	\$1,963	\$190,003
Carpets and carpet-ing.....	7,480	24,794
Cushions, etc.....	7,163	10,757
Curtains, etc.....	1,261	2,157
Floor cloths and cover-ings.....	1,568	10,782
Piece goods—		
Canvas and duck.....	118,302	460,906
Cotton and linen.....	692,457	1,625,912
Other.....	164,414	857,865
Sewing silks, cottons, etc.....	151,437	303,293
Other.....	32,521	195,866
Manufactured fibers:		
Bags and sacks.....	4	1,012
Cordage and twines, metal.....	13,285	29,054
Other.....	37,460	37,093
Total.....	3,042,201	8,205,952
OILS, FATS, AND WAXES.		
Greases, axle, and thick-ened oils.....	83,686	78,080
Lard and refined animal fats.....	45,222	6,141
Naphtha, wood.....	102	13,913
Oils in bottles, etc.....	10,451	14,288
Oils in bulk:		
Benzine and gasoline.....	1,257,112	3,798,887
Cotton seed.....	41,341	40,571
Kerosene.....	2,445,645	2,999,788
Lubricating (mineral).....	892,081	1,621,510
Mineral.....	70,429	103,780
Solar and residual.....	17,648	11,936
Turpentine.....	246,602	459,372
Tallow, unrefined.....	1,577	301
Wax:		
Paraffin.....	92,831	193,309
Other.....	22,918	18,501
Other oils, fats, etc.....	27,416	98,064
Total.....	5,255,061	9,458,450
STONES AND MINERALS USED INDUSTRIALLY.		
Lithographic, oil, and whet stones.....	81,114	79,500
Slates, roofing.....	9,764	
Other stones used industrially.....	28,193	33,705
Total.....	119,071	113,295
METALS, UNMANUFACTURED, AND ORES.		
Aluminum, bronze, etc.....	4,548	220,513
Iron, pig.....	19,987	3,282
Other.....	7,758	23,841
Total.....	132,293	253,639
METALS, PARTLY MANUFACTURED.		
Copper bars, strips, scrap, and sheet.....	1,568	3,944
Iron and steel.....	397,435	2,438,667
Other.....	220	4,637
Total.....	399,223	2,447,248

Articles.	1913	1916-17
METAL MANUFACTURES.		
Axles and springs.....	\$71,067	\$50,170
Bolts and nuts.....	64,113	278,374
Cutlery.....	62,340	171,424
Electrical and gas appli-ances.....	285,099	728,250
Iron and steel:		
Girders, beams, etc.....	217,586	635,203
Plate and sheet—		
Corrugated gal-vanized.....	215,575	253,790
Galvanized not corrugated, and corrugated not galvanized.....	153,054	135,235
Plain not gal-vanized.....	339,930	865,213
Lamps and lampware.....	229,079	283,263
Nails.....	42,817	181,977
Netting, wire.....	857	857
Pipes or tubes.....	821,018	584,292
Rails, fishplates, etc.....	818,306	238,293
Telephones, switches, etc.....	229,990	83,856
Tinned plates.....		941,531
Tools of trade.....	1,427,026	1,239,746
Wire—		
Barbed.....	83,067	41,278
Iron and steel.....	1,065,219	1,108,694
Other.....	48,865	124,852
Machines and machinery:		
Cash registers, com-puting machines, etc.....	400,109	236,633
Engines—		
Gas and oil.....	184,246	264,830
Other.....	280,594	220,411
Agricultural and dai-rying—		
Chaff cutters.....	226,980	173,596
Cream separators, etc.....	13,329	11,449
Harvesters.....	57,543	243,173
Reapers and bind-ers.....	208,277	352,568
Other.....	391,309	378,910
Electrical and appli-ances.....	985,712	1,463,147
Mining.....	316,980	274,882
Machine tools.....	260,832	421,576
Printing.....	424,532	188,917
Sewing, stitching, and knitting.....	597,914	583,645
Typewriters.....	445,566	454,103
Other.....	2,065,137	2,861,193
Other metal manufactures.....	1,829,770	2,785,799
Total.....	14,992,830	18,861,130
INDIA RUBBER, LEATHER, AND MANUFACTURES OF.		
India rubber.....	623,928	2,031,822
Leather and manufac-tures:		
Beltting.....	95,865	63,261
Leather.....	1,348,863	2,539,836
Minor articles for harness, etc.....	13,962	
Other.....	36,172	80,804
Total.....	2,118,725	4,765,723
WOOD AND WICKER AND MANUFACTURES.		
Furniture and minor ar-ticles.....	551,026	155,927
Timber:		
Dressed.....	66,734	35,072
Undressed.....	6,909,361	3,311,974
Laths.....	184,874	44,950
Staves.....	46,542	13,845
Other.....	125,426	376,268

Articles.	1913	1916-17	Articles.	1913	1916-17
WOOD AND WICKER AND MANUFACTURES—CON.			DRUGS, CHEMICALS, AND FERTILIZERS.		
Ax and other tool handles.....	\$207,695	\$153,429	Cyanide of potassium, sodium, and bromide salts.....	\$21,608	\$66,139
Other manufactures.....	207,520		Calcium carbide.....	25,845	8,619
Total.....	8,421,078	4,095,455	Dyes.....	4,037	48,831
GLASS AND EARTHEN WARE, ETC.			Fertilizers.....	1,906	58
Glass.....	3,886	887,382	Insecticides, sheep washes, and disinfectants.....	37,089	70,790
Glassware.....	153,961	26,345	Medicines.....	474,503	707,304
Plaster of Paris, etc.....	81,578	10,850	Oils, essential.....	27,374	37,401
Tiles.....	19,361	2,400	Perfumery.....	159,886	333,132
Other earthenware, etc.....	47,211	74,659	Soda, bicarbonate and carbonate.....	623	292
Total.....	314,027	1,211,646	Other drugs and chemicals.....	116,338	1,022,445
PAPER AND PRINTED MATTER.			Total.....	869,299	2,295,011
Books, music, etc.....	300,961	235,740	MISCELLANEOUS.		
Paper:			Animals, live.....	23,327	9,272
Advertising matter.....	88,935	213,787	Arms.....	242,628	154,174
Bags.....	37,718	47,037	Ammunition and explosives.....	252,913	532,237
Blotting and cartridge paper hangings.....	13,280	20,913	Blacking.....	50,979	67,805
Printing.....	21,561	14,351	Brushware.....	60,295	138,527
Other.....	853,960	1,501,162	Candles, etc.....	2,298	3,116
Pictures.....	366,817	1,519,644	Electrical materials.....	151,807	363,832
Other paper and printed matter.....	28,348	22,421	Instruments, musical:		
Total.....	1,965,916	4,118,948	Pianos.....	126,868	797,774
JEWELRY, TIMEPIECES, AND FANCY GOODS.			Other and parts.....	162,599	225,378
Fancy goods.....	187,067	308,567	Oilmen's stores.....	121,386	97,513
Jewelry and precious stones.....	40,557	237,714	Paints and varnishes.....	391,401	656,495
Clocks, and parts of.....	270,260	221,628	Soap.....	307,886	120,751
Watches, and parts of, pedometers, etc.....	169,115	173,821	Specie.....		5,430
Total.....	667,019	941,750	Vehicles:		
OPTICAL, SURGICAL, AND SCIENTIFIC INSTRUMENTS.			Bicycles, tricycles, etc., and parts.....	140,489	305,943
Cameras, magic lanterns, phonographs, etc.....	770,841	1,642,901	Motors and parts.....	2,121,549	5,301,896
Spectacles and frames.....	36,169	86,905	Other vehicles and parts.....	631,068	737,731
Surgical and dental instruments, etc.....	315,999	301,171	Minor articles for vehicles.....	19,031	
Other optical and scientific instruments.....	18,866	25,504	Other articles.....	1,645,058	785,347
Total.....	1,141,878	2,009,481	Total.....	6,466,472	10,308,191
			Total imports of produce or manufacture of the United States.....	53,125,140	77,316,169
			Total imports direct from the United States without regard to country of origin.....	46,375,568	75,622,874

Large Increase in Trade With Japan.

Although there is a decrease in imports of wood and wicker and manufactures, the shipments of these commodities from the United States to Australia were nearly six times as great as imports of the same articles from the United Kingdom. The shipments from Japan amounted in 1913 to \$512,509, and in 1916-17 to \$886,398, or about one-fifth of the shipments from the United States.

The total shipments from Japan for 1913 were \$4,473,976, while in 1916-17 they were \$16,474,372, an increase of more than 290 per cent. It is a fact that every ship from Australia to Japan carries numbers of Australian business men bent on making connections with Japanese firms; but as soon as the United States is able to provide ships to handle the business to and from here, the trade will probably revert to America.

There is nothing in the nature of any of the imports from the United States to cause them to be diverted to other countries at the close of the war, and only the failure of American manufacturers and shippers to meet Australian requirements is likely to affect the business with the United States. None of the American gains in this market can be regarded as essentially temporary. Apart from the disturbed conditions due to the war, the available shipping facilities may be said to be satisfactory. Hitherto there has been some complaint about the unwillingness of American manufacturers to extend credits of sufficient length, but this condition is being righted.

A moderate campaign is being made to stimulate the production of goods in Australia, both for the purpose of supplying home demands and for export, but labor troubles prevent much development in this way, although new industries are being started from time to time. The general disposition in Australia is in favor of American-made goods, and an endeavor to conform to Australian tastes coupled with an effort to "deliver the goods" should result in a large permanent trade with this country. At this time it is safe to say that the matter of establishing a paying business with Australia depends upon the American manufacturer.

RECEIPTS OF NEW ZEALAND GOVERNMENT.

[Consul General Alfred A. Winslow, Auckland.]

According to a statement just given out by the Acting Minister of Finance of New Zealand, the revenue for the year ended June 30, 1918, showed a net increase of \$12,454,829 over the income for the fiscal year ended June 30, 1917. The receipts are itemized in the following table covering the two years:

Items.	Year ended June 30—		Items.	Year ended June 30—	
	1917	1918		1917	1918
Customs.....	\$17,997,782	\$16,927,245	Marine.....	\$209,649	\$187,521
Stamp and death duties.....	8,268,285	9,355,053	Territorial.....	1,042,497	1,003,749
Postal and telegraph.....	8,917,538	9,734,212	National endowment revenue.....	489,049	529,562
Land tax.....	3,488,594	6,885,787	Other receipts.....	189,905	207,448
Income tax.....	21,278,213	27,284,725	Miscellaneous.....	2,571,068	3,593,502
Beer duty.....	915,661	1,262,706			
Railways.....	22,978,990	23,838,629	Total.....	88,877,727	101,332,556
Registration and other fees.....	527,496	502,407			

The receipts, it is understood, very greatly exceeded the disbursements, since the Government's bank deposits at the end of June, 1918, amounted to \$68,429,175, as compared with \$36,478,423 at the close of June, 1917.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Hibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

REGULATIONS GOVERNING SHIPPER'S EXPORT DECLARATION.

The War Trade Board announces, in a new ruling (W. T. B. R. 219), that the following procedure must be followed in executing shipper's export declarations for shipments which are covered in part by individual export licenses and which as to the balance are to be licensed by a collector of customs:

Immediately under the export license number must be listed the goods covered by that license. If the number of items is too great to list individually, a general description may be used to conform with Schedule B (Department of Commerce—Classification of Commodities).

Immediately under the items covered by individual licenses will be written a statement similar to the following: "To be licensed by a collector of customs." Immediately following this statement will be either a detailed list of the commodities or a general description to conform with Schedule B.

In every instance where a general description is used there must be attached to one copy of the shipper's export declaration an invoice describing the goods in detail, and such invoice must be divided to show what items are to be licensed by the collector and what items are covered by individual licenses and the number of such licenses.

This invoice will be attached to and returned with that copy of the shipper's export declaration which is rendered to the War Trade Board by the collector of customs.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Medical supplies, No. 5412.—Sealed proposals will be received at the Field Medical Supply Depot, United States Army, 21 M Street NE., Washington, D. C., until September 28, 1918, for furnishing and delivering acid metaphosphoric, acid phosphotungstic, acid uric, calcium hypochlorite, charcoal, guaiacum, manganus sulphate, mannite, and naphtho-resorcin.

Rubber goods, No. 5413.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until September 30, 1918, for furnishing f. o. b. cars or f. a. s. wharf in the city in which contractor's works are located: Hand atomizers, hot-water bags, ice bags, bandages, flexible bougies, tips for crutches, cushions, gloves, soles for slippers, powder sprinklers, fountain syringes, stomach tubes, and drainage tubing.

Excavation, No. 5414.—Sealed proposals will be received by the Reclamation Service, Department of the Interior, Washington, D. C., until October 15, 1918, for the construction of 12 miles of main lateral on the Fort Laramie Unit, North Platte Project, Nebraska-Wyoming, involving about 167,000 cubic yards of excavation. The work is located near the Bridgeport-Guernsey line of the Chicago, Burlington & Quincy Railroad, in the vicinity of Torrington, Wyo.

Woodenware, No. 5415.—Sealed proposals will be received by the Medical Supply Depot, United States Army, 628 Greenwich Street, New York, N. Y., until October 1, 1918, for furnishing and delivering f. o. b. cars or f. a. s. wharf in the city in which contractor's works are located, in equal quantities monthly and completed January 31, 1919: 30,000 pairs of extension crutches, 3,600 typewriter tables, and 72,000 bed trays with legs.

COMMERCE REPORTS



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DEPARTMENT OF COMMERCE



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No. 224 Washington, D. C., Tuesday, September 24 1918

CONTENTS.

	Page.		Page.
Free admission of meat in Spain-----	1121	Natal sugar crop-----	1128
Additions to the Export Conservation		Industrial situation in Poland-----	1129
List-----	1121	Proposed village suburbs for Bristol-	1130
Manufacture of bread in Spain-----	1121	Misconception of the term "Austral-	
Agricultural wages in Ireland-----	1122	asia"-----	1131
Molybdenum mines taken over by Nor-		Guadeloupe sugar crop much below	
wegian company-----	1122	normal-----	1131
American machinery installed at		Growth of banking business in Japan-	1132
Namtu mines-----	1123	Canadian spice quotations-----	1133
Condition of Italian rice crop-----	1123	Fat-stock prices in Scotland-----	1133
Building operations in New Zealand-	1124	Commerce through the Sault Ste. Ma-	
Summer rice crop of Swatow district-	1124	rie Canals-----	1134
New cement works in Norway-----	1124	Reciprocal arrangements for wardens	
Trade extension in Switzerland-----	1125	in Alaska-----	1135
Eight months' exports from London		Cocoa crop prospects in Guadeloupe-	1135
to United States-----	1125	Cotton raising in Australia-----	1135
Cotton cultivation in South Pacific		Offices of the Bureau of Foreign and	
Islands-----	1126	Domestic Commerce-----	1135
Valuation of Australian wool clip----	1127	Foreign trade opportunities-----	1136

FREE ADMISSION OF MEAT IN SPAIN.

Consul General Hurst cables from Barcelona under date of September 19 that the Spanish Government has temporarily removed the duty on refrigerated meat and has embargoed the exportation of linseed oil and cake.

ADDITIONS TO THE EXPORT CONSERVATION LIST.

The War Trade Board announces in a new ruling (W. T. B. R. 235) the addition of the following commodities to the Export Conservation List, effective September 24, 1918.

Cadmium, as follows:

Alloys, X-2.

Compounds, X-2.

Metal, X-2.

Comber needles, X-2.

Cotton aeroplane duck.

Ferroalloys: Ferrozirconium, X-2.

Pins, worsted, X-2.

Zirconium, as follows:

Alloys, X-2.

Compounds, X-2.

Metal, X-2.

Ores or concentrates, X-2.

MANUFACTURE OF BREAD IN SPAIN.

[Consul General Carl Bailey Hurst, Barcelona, Aug. 22.]

The Spanish Government has adopted measures, which went into effect on August 20, regarding the manufacture of bread. After that date only one class of wheat flour may be milled, and from it only one class of bread baked, extra fine bread being forbidden and pastry restricted.

In order to purchase oats, barley, or rye, millers in each Province must unite under the presidency of the civil governor and appoint a committee of three to represent them as a syndicate. Only the syndicates can buy grain at prices fixed by a central committee located at

Madrid. The maximum selling price at the warehouse of the producer is \$6.66, \$7.02, and \$7.20 (37, 39, and 40 pesetas) per 220 pounds for oats, barley, and rye, respectively. The price of wheat was fixed by royal decree in March, 1917, at \$7.20 per 220 pounds (40 pesetas per 100 kilos), and the price of flour at \$9.18 per 220 pounds (51 pesetas per 100 kilos).

AGRICULTURAL WAGES IN IRELAND.

[Consul C. C. Broy, Dublin, Aug. 20.]

The wages of agricultural laborers in Ireland are regulated by a Wages Board formed under the provisions of the Corn Production Act of 1917. For the purpose of fixing the minimum wages to be paid, Ireland has been divided by this board into three groups, as follows:

1. Counties of Antrim, Down, and Dublin; County Borough of Belfast, with portion of the County of Londonderry; Brogheda Urban District; the cities of Cork, Limerick, Waterford, Clonmel, Tralee, Galway, and Sligo.

2. All the other counties of Ireland except those in the Province of Connaught and the counties of Kerry, Clare, West Cork, a portion of Donegal, and a small portion of County Westmeath, adjoining the Counties of Longford and Cavan.

3. This group is composed of the exceptions named under group 2, but some of the urban districts and small rural areas in it are classed as in group 2.

The board fixes the minimum wages in each of the groups and deals with complaints arising in connection therewith. Since May 1, 1918, it has dealt with about 1,000 claims, in half of which it has effected a settlement. Arrears in wages amounting to over \$12,000 have been paid by employers. The rates of wages fixed for summer time in the three groups are as follows:

1. Male workers over 21 years of age, 25 shillings (equal to \$6.08) per week, with overtime at 7½ pence (\$0.15) per hour. Female workers over 18 years of age, 15 shillings (\$3.65) per week.

2. Male, 22 shillings 6 pence (\$5.47) per week and 6½ pence (\$0.13½) per hour overtime. Female, 12 shillings 6 pence (\$3.04) per week.

3. Male, 20 shillings (\$4.87) per week and 6 pence (\$0.12) per hour overtime. Female, 10 shillings (\$2.43) per week.

There is also a schedule of rates applicable in the winter months, and in addition to these the board fixes the value of benefits or allowances enjoyed by the agricultural laborer and which may be reckoned as a part of his pay.

MOLYBDENUM MINES TAKEN OVER BY NORWEGIAN COMPANY.

[Commercial Agent Norman L. Anderson, Copenhagen, Denmark.]

There is being formed in Christiania a limited company for the purchase and working of the well-known molybdenum mines, the so-called "Knaben mines," in Fjotland. The "Knaben mines," which since 1905 have belonged to the English company, The Blackwell Developing Corporation (Ltd.), have now been taken over by Norwegians at a price of 2,500,000 crowns.

The plant comprises "Knaben mines" 1 and 2. Number 1 has been worked off and on ever since 1885 and has produced more molybdenum than any other single mine in the world. "Knaben mine number 2" is, however, the main one. The plant is in full working order and an ore zone of considerable dimensions has been discovered.

The head office of the new company will be in Christiania.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

The mine is situated some 6 miles from Namtu, with which it is connected by a narrow (2-foot) gauge railway. The ore is brought out of the mine through a tunnel 2 miles long, and electric locomotives will be used to haul the mine cars through the tunnel to large storage bins at the portal. From the storage bins the ore will be railed to the mill bins at Namtu.

The Burma Mines (Ltd.), an operating firm controlled by the Burma Corporation, is by far the largest mining corporation operating in Burma, and the Namtu Mine is one of the largest in the world. Considerable American capital is supposed to be interested. The resident manager and his assistant are Americans, and 33 other American engineers, superintendents, and mechanics are employed at Namtu.

[Consul North Winshp, Milan, Aug. 29.]

The rice cultivation this year has been carried on under difficulties, such as lack of fertilizing materials and scarcity of labor, the latter having been the cause for considerably delaying and adversely affecting the sowing and peeling operations. Cost of production is said to have been very high.

Reports show that the rice-growing areas have been increased considerably in Lombardy (consular district of Milan) and in Piedmont (consular district of Turin), due to encouragements given by the Government, and that this increase is sufficient to compensate the reductions occurred in the areas in Verona district (consular district of Venice) and Emilia (consular district of Florence).

The present hot season has been most favorable to the crop and all indications are that, in quality, it will be good and, in quantity, will be nearly the same as last year, but some apprehension is felt by the growers as regards both labor and other harvesting facilities which are entirely insufficient.

BUILDING OPERATIONS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 6.]

Arrangements have just been completed whereby the hospital board of Taumarunui has secured the necessary loan to begin the construction of a public hospital in that town at a probable cost of about \$200,000. Inquiries addressed to the chairman of the hospital board at that place will receive attention.

Port Improvements for New Plymouth.

The harbor board at New Plymouth, New Zealand, has under consideration port improvements that are estimated to cost \$1,500,000. The final scheme provides for the erection of a sea wall and break-water area of 300 acres, which is to be dredged to 40 feet at low water, with seven additional ferroconcrete wharves. This will make the port available for ocean liners and supply one important and up-to-date harbor for the west coast of the North Island.

Addition to Auckland Farmers' Freezing Co.'s Works.

Owing to the shortage of shipping space and the congestion of meat supplies, the Auckland Farmers' Freezing Co. is to erect additional cold-storage space sufficient to accommodate 200,000 additional carcasses, which will increase the capacity of these plants to 700,000 60-pound carcasses. The cost of these new cold-storage additions will be about \$243,325, and are intended to be completed by January 1 next.

SUMMER RICE CROP OF SWATOW DISTRICT.

[Consul M. S. Myers, Swatow, China, July 19.]

Owing to a prolonged drought, rice, the principal crop and staple food of the Swatow district, was planted late. The rains, when they once began, continued steadily for eight weeks, with the result that the low-lying land in the Han River Basin was submerged for many days. At the end of June, when the grain was ready to be harvested, a typhoon swept over the district and practically completed the destruction of the crop. Kityang, the chief producing district, reports a 30 per cent harvest; in Hing-ning it is estimated to be between 10 and 20 per cent. The harvest of the whole district may not exceed 25 per cent of normal.

As is to be expected, the price of rice has increased considerably. At present a Mexican dollar buys only 18 pounds, as compared with 24 pounds last December. All the summer crops, such as peanuts, beans, corn, indigo, and vegetables, have been much affected by the heavy rains and the typhoon.

New Cement Works in Norway.

Commercial Agent Norman L. Anderson reports from Copenhagen, Denmark, that a new cement works is to be built near Kjopsnes, in Tysfjorden, Norway. At the head of the enterprise are many large business men in northern Norway. The capacity of the factory is estimated at 300,000 barrels of cement per year, and the capital stock will be 4,000,000 crowns.

TRADE EXTENSION IN SWITZERLAND.

[Consul Lewis W. Haskell, Geneva, Aug. 17.]

That Swiss merchants are often deterred by freight difficulties and terms of payment from placing orders for American wares that they would be glad to obtain was brought out in the course of an interview had with a large Geneva house dealing in clothing, shoes, and sports goods. In discussing the matter recently this firm said:

Swiss tradesmen now receive numerous offers from American exporters who think that there is a good opportunity to increase business with this country. A great number would very much like to respond to this effort, but they find it impossible under the actual conditions of payment required by the American firms. They object to sending payment to America for goods that they are not sure to have even shipped to them, as no international transactions are quite certain nowadays. It involves too great a risk for them to leave important sums of money unemployed (or, at least, unproductive) during long periods of time owing to the war.

They suggest that American firms desirous of dealing with them should ascertain, through the usual commercial and official channels, their reliability and sympathies, and, when accepting orders from them, send the goods under the control of the Société Suisse de Surveillance, exacting payment at delivery. To make it more secure to the senders, the goods could be consigned to the representative of an American bank in Switzerland.

Also, it should make it more tempting for the Swiss tradesmen to increase business with American firms if the latter did not send in offers for goods that are forbidden to be shipped to Switzerland.

German firms, in so far as they are doing business here at all, are offering the same terms of payment they did before the war.

EIGHT MONTHS' EXPORTS FROM LONDON TO UNITED STATES.

[Consul General Robert P. Skinner, London, England, Sept. 4.]

The total of declared exports from London to the United States for the eight months ended August, 1918, aggregated \$43,842,354, compared with \$103,037,237 during the same period in 1917. The principal articles entering into the foregoing figures were as follows:

Articles.	January-August, 1917.	January-August, 1918.	Articles.	January-August, 1917.	January-August, 1918.
Rubber.....	\$38,617,119	\$3,743,253	Hides.....	\$2,611,285	\$138,249
Precious stones.....	11,957,869	11,616,061	Furs.....	4,883,703	5,292,835
Tin.....	8,180,556	3,161,753	Tea.....	716,119	.....
Art.....	4,104,371	1,443,196	Wool.....	913,959	7,783

The total value of the shipments for August, 1918, only reached the low figure of \$4,170,901, as against \$6,268,444 for the same month in 1917 and \$10,449,044 in 1916. Precious stones aggregated \$1,443,317, compared with \$1,223,412 in July; tin, \$361,395, against \$281,744; furs, \$198,381, compared with \$240,769; art, \$29,549, against \$80,491; and rubber, \$10,454, against \$117,708. There were no shipments of tea, hides, or wool, but other items which were most conspicuous during the month included chemicals, drugs, and acids, which aggregated \$238,702, opium \$95,637, gum arabic \$52,412, medicines and medical compounds \$85,217, and indigo \$43,094.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

COTTON CULTIVATION IN SOUTH PACIFIC ISLANDS.

[British (Government) Board of Trade Journal, Aug. 22.]

With suitable labor and a fair market the South Pacific Islands, according to the report of the Inter-State Commission of Australia on the trade of the South Pacific, offer a wide and promising field for cotton cultivation. In New Caledonia and the New Hebrides the French have shown how promising is this field both from the point of view of production and consumption.

A recent consular report states that it was only a few years ago that cotton growing was started in New Caledonia, but it is already a flourishing industry and promises to assume important dimensions. Cotton first appears in the list of exports in 1908, with a total of a little over a half ton. Since then progress has been rapid, as the following figures show:

Year.	Tons.	Value.	Year.	Tons.	Value.
1909.....	3	£275	1911.....	44	£3,633
1910.....	12	858	1912.....	197	15,536

The value of cotton exported in 1914 was £7,300, as against £10,000 in 1913. Owing to the fall in price of cotton due to the war, planters held their stocks. A considerable quantity of cotton seed has also been exported from New Caledonia.

Excellent Quality Produced—Industry in New Hebrides.

Commenting on the quality, one authority states that the plant grows well, even in the poorest soil; and in good soil, where proper care is taken, yields abundantly, the average in such cases being between 1,200 and 1,500 kilos (2,582 and 3,254 pounds) of seed cotton per hectare (2.47 acres). In the most favorable spots and under careful cultivation the yield is said to be considerably higher.

The quality also is excellent. In 1912 the cotton was quoted on the Havre market at from 1s. 7d. to 2s. per kilo. A small consignment was recently sent from Noumea to Liverpool, and is reported to have been sold at a higher price than the maximum paid at Havre. The price paid to local planters is 4.8d. per kilo (unginned). The present area under cotton is estimated to be from 800 to 1,000 hectares (1,976 to 2,470 acres).

An interesting feature of cotton cultivation in New Caledonia is that it is not annual as in America and Egypt, but perennial, the cotton plant in consequence of the absence of frosts thriving and producing for many years. The growing of cotton in New Caledonia has been encouraged by the establishment at Noumea of a cotton-ginning plant. The variety of cotton cultivated is the *Gossypium Peruvianum*, a coarse, strong-grained cotton, largely used in the trade for mixing with woolen thread.

In an article on the New Hebrides, which appeared in the *L'Océanie-Francaise*, it is stated: "The French colonists have only tried cotton growing during the last three years. They have entered into this venture with hesitation, fearing disaster, in view of the frequent rains. The results have dissipated their fears, and the surprising thing is that the island of Santo, the most humid, has succeeded the

best in this new cultivation. Over 691,289 kilos (691 tons) of cotton were exported from the New Hebrides in 1914. The quality is reported to be excellent.

Results in Other Islands.

Experiments were made by the German authorities in the island of Bougainville (Bismarck Archipelago) with Caravonica cotton, which "gave an exceedingly fine staple of $1\frac{1}{4}$ inches in length, described as strong and of good color."

In 1915, 100 acres were under cotton in British Papua, the product of which, to the value of £3,300, was exported. The assistant resident magistrate of the northeastern division, in his report for 1914-15, stated that he had obtained a supply of cotton seed, and as opportunity offered he distributed this among the villages, with instructions as to planting.

In 1880 the cotton crop of Fiji was valued at £30,000, but its cultivation gradually gave way to more profitable products. Efforts have recently been made by the Fijian Government to resuscitate this industry by supplying, free of cost, to the Indian population the necessary seed, and by providing for the purchase by the local agricultural department of the cotton harvested. The estimated area under cotton in 1914 in Fiji was 530 acres, as against 24 acres in 1913. The amount of cotton purchased by the agricultural department in 1914 and early in 1915 amounted to about 10,000 pounds, all grown from seed distributed from the Government Experiment Station at Lautoka. It is anticipated that the cultivation of cotton in Fiji will extend among the Indians settled there.

In the Tongan Islands Protectorate, it is said, the climate and soil of many parts of the group are particularly well adapted for the establishment of a successful cotton industry, and it is anticipated that before long cotton will be added to the products of these islands.

In 1865 and 1866 the cotton crop of Tahiti (Society Islands) was valued at £100,000. Cotton is now, however, but little cultivated in the Society Islands, principally owing to want of labor.

It will be observed that the localities mentioned are scattered throughout the greater area of the South Pacific Islands, and they demonstrate at least (says the report of the Interstate Commission) that cotton may be successfully grown on a very large scale if the price offered therefor and the labor available offer sufficient inducement.

VALUATION OF AUSTRALIAN WOOL CLIP.

[Howard A. Treat, secretary to commercial attaché, Melbourne, July 27.]

For the first time the whole of the Australian wool clip has been valued on a scientific basis. Some 664,000,000 pounds have been handled, and the result, based on the all-round flat rate of $15\frac{1}{2}$ d. per pound, is stated to be 14.68d. Last season the appraisements worked out at 14.15d., which shows an increase for this season of 9.5 per cent.

The new clip has already commenced to move into Sydney, 8,355 bales having been received from July 1 to July 18, inclusive. Freight is still a problem and not much relief is in prospect, but some relief will be afforded by the Government stores.

NATAL SUGAR CROP.

[Consul William W. Masterson, Durban, Natal, South Africa, July 16.]

The sugar-bearing area of Natal, which also includes Zululand, is the most profitably cultivated area in the Union of South Africa so far as value per acre is concerned. The whole area under cultivation can not exceed 500,000 acres, and with a crop of only half a ton an acre for every two years it will amount to at least \$12,000,000 per year, or about \$24 per acre, while the general yield of agricultural produce per acre throughout the Union is much smaller.

Shortage of Labor.

The sugar industry and all branches of agricultural undertakings depend entirely upon the supply of native labor, particularly so in the sugar industry, as more men are required in the cultivation of sugar than any other crop, and the fear is frequently expressed by the sugar growers that the cultivation of further areas of sugar is not any too encouraging, owing to the uncertainty of securing sufficient labor. For many years Indian labor was used exclusively in the cultivation of sugar cane, but with the prohibition of further immigration of Indians the Kafir labor has been used extensively; but this native labor is so unreliable that an inadequate labor supply may arise at any time.

The Indian laborers are skilled sugar growers, and hundreds of them are purchasing their own land for sugar growing, and recently it has been learned that an Indian from the north coast has imported a complete sugar-milling plant from Australia at a cost of over \$150,000 to handle the cane in his district.

Output of Sugar.

The output of sugar for the year 1917-18 must be approximated, as it will be some months before the actual figures can be obtained; but for several months every sugar mill in the district has been in full operation, and, from what has been crushed and what is remaining, it is the general opinion by the most reliable growers and millers that this year's crop will amount to at least 130,000 tons. This season the rains have been abundant, and but for the heavy losses in two districts by floods the output this year would have been at least 140,000 tons.

In order that an idea may be gained as to the growth of the sugar industry in this district the following table is given, showing the output in tons of 2,000 pounds since the crop year of 1907-8:

Season.	Tons.	Season.	Tons.
1907-8.....	35,000	1913-14.....	92,000
1908-9.....	51,000	1914-15.....	102,000
1909-10.....	63,000	1915-16.....	112,000
1910-11.....	82,000	1916-17.....	114,000
1911-12.....	92,000	1917-18.....	* 130,000
1912-13.....	96,000		

* Estimated.

Imports of Sugar Regulated.

But in spite of the continued increase in the output of sugar in Natal, and the increase in the price of sugar, and of the fact that the import of sugar from Mozambique is regulated so that these sugar growers are protected and their market not spoiled, there is a great

deal of uneasiness just at present over the fear of dumping of about 60,000 tons of sugar from Mauritius into this market. The consumption of sugar in South Africa is estimated at about 150,000 tons, and nearly all of this is supplied from Natal, and a small portion from Mozambique under a clause permitting a certain amount of this sugar being imported into the Transvaal, but the market for Natal sugar, all it could raise, was right at its own door, and it was appreciated accordingly.

But the scarcity of vessels has left the sugar growers of Mauritius with about 60,000 tons of last year's sugar crop on hand, and efforts are being made by parties in interest in that island to dump this 60,000 tons into the Union of South Africa, otherwise this sugar will become a total loss.

Not only is this true of this amount of sugar from the crop of last year, but this year the available shipping is less than last year, and with an average crop of Mauritius sugar of 200,000 tons coming on to be disposed of, and with no available shipping, serious consequences may be in store for the sugar interests in this part of the world.

INDUSTRIAL SITUATION IN POLAND.

[From *Berlinger Börsen Zeitung*, Aug. 5, transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark.]

Next to the textiles, mining is the principal industry in Poland, especially that of coal, which was considerable in the years before the war. The quality of coal mined in Austrian Poland is better than in the German portion. Before the war Russia started to open some mines in Poland, but the work was never completed. Under the German military government the work has progressed, although, of course, it is not possible to make the technical installations as perfect in Poland as in Upper Silicia.

The iron industry in Poland has suffered greatly by the war, but it is still profiting by the high fluctuations which existed in the country before the war. This is especially so with the smelting works, which are among the most important in the country and without which the consumers of iron would be much handicapped. In proportion to Germany, the iron consumption in Poland has always been small, but it has increased since 1910, owing to the greater and greater demands of the State for war materials. While the iron consumption in Germany in 1911 was 136 kilos per person, in Poland it was only 19 and in the rest of Russia 25 kilos. The smelting works of Poland, to which the Upper Silicia mines have mainly contributed, in the first quarter of 1914 treated 125,000 tons of raw iron, against 90,000 tons in the corresponding period of the year before. The oldest works is the Huta Bankowa, in Dombrowa, which formerly was a Russian possession but now is under Austrian jurisdiction.

The zinc and other metal industries and the cement works are being only partly worked. The glass industry also is of importance, but most of these works have been stopped by the war, and only a few of the 35 works are running which before the war turned out glass worth \$2,000,000 or \$3,000,000 a year. The sugar industry is partly working in the Warsaw and Lublin districts. The other Polish industries which are centered in Warsaw—leather and wood factories, ready-made clothing for men and women, linen mills, tanneries, and breweries—have all suffered greatly during the war.

PROPOSED VILLAGE SUBURBS FOR BRISTOL

[Consul J. S. Armstrong, Jr., Bristol, England, Aug. 24.]

For several years before the war building operations in Bristol were inadequate to the city's needs, and since the war they have ceased altogether on account of the lack of labor and materials. The medical officer of health of this city estimates that there are 586 condemned houses in Bristol in occupation, 2,000 houses in occupation which should be condemned, and over 5,000 in occupation which are unfit for habitation. It is thought that there will be at least 3,000 houses required by returning soldiers as represented by military marriages up to 1917, and that the minimum number of houses required for the actual needs of the present population is 2,000. The health officer believes that a total of 7,250 houses will be required within the next 5 years.

The section of the city inhabited by working people is made up principally of small residences of six rooms—three bedrooms, a parlor, a kitchen, and a scullery—and the rents vary from \$1.35 to \$1.85 a week. Few of the houses in these districts are owned by the occupants. So great is the congestion that none are ever empty. When a dwelling becomes vacant there are usually as many as 20 people on the waiting list of the landlord anxious to take the house. Those houses nearest large factories are most in demand. Few have gardens, but most of the tenants have allotments for gardening within fairly convenient reach.

Attractive Features Included in Present Plans.

There is now a tendency on the part of the Government to favor the provision of houses for working people by the local authorities or by public utility companies instead of by private enterprise as heretofore. The city of Bristol is carrying out this policy by arranging to purchase 700 acres of land at a cost of about \$725,000, which is to be laid out as village suburbs. Further important purchases will probably be made for this purpose at a later date.

In this connection the city council has approved a recommendation that application be made to the British Local Government Board for sanction to erect 5,000 houses at the end of the war. It is proposed to develop five village suburbs at suitable points on the outskirts of the city. Each house is to have adjoining sufficient land for a garden, and the houses are to be erected not more than 12 to the acre. For every 9 acres devoted to building it is proposed to devote 1 acre to open spaces, which are to contain tennis courts, bowling greens, and provision for other outdoor pastimes.

The houses are to be semidetached or built in small blocks and set back from the street. In many cases the houses are to be planned in quadrangles, with a view to avoiding monotony of appearance. The smallest dwelling is to contain a fairly good-sized living room, a scullery, and two bedrooms, but the larger ones will have three or more bedrooms and many of them a parlor.

May Offer Market for Furniture.

As a result of this building scheme a large amount of furniture will be required to furnish the new homes. At present there is a great dearth of furniture in this country; and after the war, if import restrictions are removed, there should be a large demand for

American house furniture. There is being transmitted with this report a list of the principal building contractors in Bristol likely to be interested in building materials, and also a list of furniture dealers possibly interested in American products. [This list may be had upon application to the Bureau of Foreign and Domestic Commerce or its district and cooperative offices. Refer to file No. 105824.]

MISCONCEPTION OF THE TERM "AUSTRALASIA."

[Consul General Alfred A. Winslow, Auckland, New Zealand, July 25.]

The following letter, just received from the Auckland Chamber of Commerce, supplements and gives emphasis to this consulate general's report of June 27 [see *COMMERCE REPORTS* for August 1, 1918] on the incorrect use of the term "Australasia" by American business interests:

The attention of this chamber has been directed to the unsatisfactory position resulting from the indiscriminate use of the term "Australasia" in connection with business matters. It is stated that over-sea exporting houses, in placing agencies with Australian firms, frequently use the term "Australasia" when only the Commonwealth of Australia is intended. Individual cases were quoted where, on New Zealand firms applying for agencies, it was found that their appointment was barred through "Australasia" being used in the agreement with some Australian firm, although the latter had no connection whatever with New Zealand and no intention of working it. In some instances the New Zealand appointment had actually been made before the hitch resulting from the agreement was discovered.

You will recognize that this is detrimental both to New Zealand business and to the over-sea exporter, who in many cases is practically blocked from obtaining a connection in the Dominion. The chamber is of opinion that you may think the matter of sufficient importance to bring it to the notice of American manufacturers, pointing out that while the term "Australasia" is understood to cover Australia and New Zealand, the two countries are quite distinct, and it is not in the interests of either that the control of agencies covering both territories should be placed with a firm doing business only in one.

GUADELOUPE SUGAR CROP MUCH BELOW NORMAL.

[Consul Henry T. Wilcox, Guadeloupe, French West Indies, Aug. 19.]

Although the thirteen centrals of the island have finished grinding this year's crop of cane a small part of the sugar which they produced is still awaiting shipment and therefore customs figures covering the total exportation of this product are not yet available, but it is the opinion of well-informed persons that the Guadeloupe sugar crop for 1918 has not exceeded 28,000 metric tons. That this is a poor crop is clearly seen by a comparison with the figures for the preceding four years, when the output was: 1914—41,110 tons; 1915—35,633 tons; 1916—35,613 tons; 1917—32,378 tons. The steady decline in production of sugar has been due to the spread of disease among the canes, and the falling off was made more severe in 1918 by dry weather which caused a loss of saccharine matter.

There were no serious labor troubles during the harvesting season, but despite increased wages, many of the laborers did not work satisfactorily and some complaint was heard on the part of the employers.

The entire sugar crop, with the exception of about 1,500 tons, which have been kept in the colony for local consumption, has been requisitioned by the French Government and will be paid for at the rate of 77 francs per 100 kilos (\$6.74 per 100 pounds).

GROWTH OF BANKING BUSINESS IN JAPAN.

[British (Government) Board of Trade Journal, Aug. 22.]

The scope of the banking business in Japan is being enlarged steadily, and with it a new tendency to concentrate capital is becoming more pronounced among bankers.

The banking returns for April, just published by the Bankers' Clearing Houses throughout Japan, record a large increase in all items in bank assets. Particularly in deposits the increase is large and noteworthy; the total, at the close of April, according to the Yokohama Chamber of Commerce Journal, running into such a large figure as 3,132,000,000 yen.

In the following the accounts of all banks in Japan at the end of April are given by the same authority, together with the increases since April, 1917, to show how rapid a development Japan's banking business is making:

Items.	April, 1918.	Increase.	Items.	April, 1918.	Increase.
	Yen.	Yen.		Yen.	Yen.
Paid-in capital.....	380,560,000	78,870,000	General loans.....	2,676,000,000	157,760,000
Reserve.....	139,350,000	14,940,000	Negotiable securities.	595,480,000	147,180,000
Deposits.....	3,132,000,000	1,100,610,000	Cash on hand.....	242,490,000	71,620,000

Even compared with March this year all these items show a substantial increase, with the only exception of reserves, which present a falling off of 1,960,000 yen. Cash on hand shows a sharp increase of 19,100,000 yen over the preceding month.

Tendency to Concentrate Capital.

This enlargement of business scopes in the banking circles has lately accelerated very much the tendency in the line to concentrate capital, or, in other words, magnify the capital or business status, either by amalgamating with other smaller houses or increasing their own capital. The latest report of the finance department, printed by the Official Gazette, states that at the end of February there were 2,218 banking houses in Japan proper, Karafuto, and Taiwan, and their capital totaled 1,157,753,665 yen. Compared with the preceding month no change was observed in the number of banks, but in their aggregated capital there was a large increase of 15,710,000 yen.

Increases in the aggregate capital were effected chiefly by the enlargement of capital or conversion of old concerns into more workable ones. Only two new banks, with a combined capital of 2,500,000 yen, were organized during February, while nine banks, including a semiofficial bank, enlarged their business scope by increasing their capital by 14,240,000 yen. Two banks, on the other hand, were converted into more workable forms, and two wound up their business during the month, either having been amalgamated into another or having failed.

The same official report states that the concerns carrying on trust business and ordinary banking business together are growing both in their size and power. At the end of February there were 16 of them, with a combined capital of 186,700,000 yen. In this department of banking, too, the tendency to concentrate capital and cope better with the growing trade of Japan is clearly observable.

In view of this tendency prevailing in banking circles, the Government is going to exercise a more effective supervision over the business. The by-law regulating the grant of charters for the opening of banking houses had been devised so as to raise the minimum limit to the capital of banks in towns to 2,000,000 yen. This policy is explained by the finance minister himself to be a measure to prevent the rise of weak and shaking business houses. It is also meant to be an incentive to the strengthening by banks of their financial status by amalgamating with those of a similar nature and condition.

CANADIAN SPICE QUOTATIONS.

[Consul Felix S. S. Johnson, Kingston, Ontario, Sept. 13.]

In Canada spice prices have risen sharply during the past year, and importers find it difficult to obtain supplies in sufficient quantities to take care of the demand. Peppers, which a year ago sold at 35 to 38 cents for black and 38 to 45 for white, are now 44 to 46 cents and 50 to 55 cents a pound, respectively. Cloves are reported rather scarce and in moderate demand; prices which last year ranged from 40 to 55 cents are now 75 to 85 cents a pound. Allspice is in active demand in a rising market.

It is stated that stocks of nutmegs in first hands are small and poorly assorted; prices during the year have advanced about 5 cents a pound. Gingers show little change, though Jamaicas are higher owing to brisk export demand which has depleted spot stocks; prices ranged from 25 to 35 cents a year ago and are now 30 to 40 cents. Paprika is higher in price due to existing conditions of transportation, the bulk of supplies coming from Spain with few bottoms available.

Many grades of seeds and herbs are quite active. Importers are finding that, because of high prices abroad, they are able to use spot stocks to advantage to fill urgent orders. Spot supply, as a consequence, has been depleted, and celery seed, caraway, and thyme are considerably higher. Mustard seed, which brought 25 to 30 cents a pound last year, is 38 to 45 cents to-day.

FAT-STOCK PRICES IN SCOTLAND.

[Consul H. Abert Johnson, Dundee, Aug. 28.]

According to a report recently issued relative to the prices recently obtained for Scottish fat stock it appears that the total supply of fat cattle for the week ending Wednesday, August 21, 1918, which numbered 1,967, was under the average for the week by 1,854. The best animals in some cases realized £3 16s. (\$18.48) per hundredweight, while the general range of prices may be compared with £4 6d. to £4 10s. for first quality at this time last year, and from £3 4s. 3d. to £3 16s. two years ago. Fat sheep numbered 17,745, as against the normal supply of 19,086; hogs ran from 1s. 3½d. to 1s. 5d. (31 to 34 cents) per pound, as compared with 24 to 30 cents at this time last year. There were on offer 212 fat pigs, as against the average of 810. Those of the best quality realized from 17s. (\$4.14) to 17s. 9d. (\$4.32) per stone; in the corresponding week of last year the range was from 14s. 3d. to 17s.

COMMERCE THROUGH THE SAULT STE. MARIE CANALS.

AUGUST.

Articles.	United States canal.		Canadian canal.		Total.	
	1917	1918	1917	1918	1917	1918
EASTBOUND.						
Copper.....short tons..	20,519	6,942	2,305	3,675	22,824	10,617
Grain.....bushels..	3,011,889	140,243	1,083,345	1,220,455	4,105,294	1,360,698
Flour.....barrels..	478,321	522,680	484,179	323,450	965,491	846,140
Iron ore.....short tons..	8,252,065	8,481,711	1,960,891	1,025,356	10,212,956	9,507,067
Pig iron.....do.....	2,800					
Timber.....M feet..	68,023	50,589	3,081	2,224	69,104	52,823
Stone.....short tons..		1,192				1,192
Wheat.....bushels..	5,160,162	78,500	3,680,144	422,550	8,840,306	501,050
General merchandise.....short tons..	32,111	3,532	11,284	4,212	43,395	8,044
Passengers.....number..	3,427	1,894	4,242	5,107	7,669	7,001
WESTBOUND.						
Coal:						
Hard.....short tons..	352,533	295,985	19,350	3,570	371,883	299,555
Soft.....do.....	2,385,527	2,360,548	162,442	157,055	2,547,969	2,517,603
Grain.....bushels..	725				725	
Manufactured iron.....short tons..	17,102	3,600	1,758	2,040	18,860	5,640
Iron ore.....do.....	1,020	25,616			1,020	25,616
Oil.....do.....		60,232				60,232
Salt.....barrels..	53,667	10,133		3,300	53,667	13,433
Stone.....short tons..		69,571				69,571
General merchandise.....do.....	141,326	17,229	37,195	37,449	178,521	54,678
Passengers.....number..	3,037	1,570	5,356	6,064	8,393	7,664
TOTAL.						
Freight:						
Eastbound.....short tons..	8,682,110	8,637,686	2,158,683	1,105,787	10,840,793	9,743,473
Westbound.....do.....	2,905,570	2,842,914	220,745	203,414	3,126,315	3,046,328
Total.....	11,587,680	11,480,600	2,379,428	1,309,201	13,967,108	12,789,801
Vessel passengers.....number..	2,692	2,402	852	690	3,544	3,092
Registered tonnage.....net..	8,074,706	7,604,285	1,766,089	1,228,868	9,840,795	8,888,153

FIVE MONTHS ENDING AUGUST.

EASTBOUND.						
Copper.....short tons..	68,240	35,273	7,102	17,731	75,342	53,004
Grain.....bushels..	32,060,271	7,328,176	12,782,953	7,522,129	44,843,224	14,850,305
Flour.....barrels..	2,389,081	2,546,904	1,763,178	1,823,550	4,152,759	4,370,454
Iron ore.....short tons..	27,748,533	32,750,046	7,727,984	5,984,141	35,476,517	38,734,187
Pig iron.....do.....	5,724				5,724	
Timber.....M feet..	210,979	183,458	5,443	8,879	216,422	192,337
Stone.....short tons..		4,332		6,250		10,582
Wheat.....bushels..	52,782,190	8,406,642	33,420,143	4,340,809	56,202,329	12,746,912
General merchandise.....short tons..	101,974	18,045	31,666	17,075	133,640	35,120
Passengers.....number..	5,417	3,579	9,639	10,233	15,056	13,812
WESTBOUND.						
Coal:						
Hard.....short tons..	1,306,985	921,896	109,300	46,525	1,418,285	948,421
Soft.....do.....	7,064,943	7,650,973	642,101	603,307	7,707,044	8,254,285
Flour.....barrels..	80				80	
Grain.....bushels..	1,475				1,475	
Manufactured iron.....short tons..	53,520	19,083	10,178	5,845	63,698	24,438
Iron ore.....do.....	32,757	74,924	5,248		38,005	74,928
Oil.....do.....		200,965		8,301		209,266
Salt.....barrels..	269,553	38,110	68,600	14,505	333,153	52,615
Stone.....short tons..		308,457		6,832		313,289
General merchandise.....do.....	586,558	101,302	165,994	135,823	752,852	237,125
Passengers.....number..	4,810	2,341	11,202	11,344	16,012	14,185
TOTAL.						
Freight:						
Eastbound.....short tons..	30,687,158	33,759,932	9,191,193	6,506,369	39,878,351	40,269,331
Westbound.....do.....	9,037,523	9,313,729	942,621	620,633	10,080,149	10,134,367
Total.....	39,724,686	43,073,661	10,133,814	7,327,037	49,908,500	50,403,698
Vessel passages.....number..	9,814	9,411	3,307	2,979	13,121	12,390
Registered tonnage.....net..	30,125,161	31,300,320	7,598,520	6,092,432	37,723,681	37,392,752

RECIPROCAL ARRANGEMENTS FOR WARDENS IN ALASKA.

Through a reciprocal arrangement with the Governor of Alaska the Alaska wardens of the Bureau of Fisheries have been appointed ex officio game wardens, and the Territorial game wardens and special employees for the suppression of the liquor traffic among the Indians have been designated special wardens in the Alaska service of the Bureau of Fisheries for the enforcement of the fisheries and fur laws and regulations. By this arrangement the Bureau has added 12 members to its personnel in Alaska.

The duties of the special wardens will consist in reporting to a judicial officer or to any regular employee of this bureau in Alaska any violations of the laws and regulations for the protection of the fisheries and fur-bearing animals in Alaska which may come to their attention. Cooperation will also be given in the matter of reporting shipments of furs from the Territory. A considerable increase in efficiency is hoped for through this mutually satisfactory arrangement.

COCOA CROP PROSPECTS IN GUADELOUPE.

[Consul Henry T. Wilcox, Guadeloupe, French West Indies, Aug. 25.]

Cocoa planters throughout the colony are united in the opinion that the principal cocoa harvest of the year, which begins in November, will probably be very good. The weather so far has been very favorable for the growth of the pods, and the trees have borne well, but, as the danger from hurricane will not have passed before the last of October, no estimate regarding the amount of the coming crop can be made at present.

As a result of the war, laborers have been very scarce, and it is possible that a part of the crop will be lost because of lack of hands at harvest time.

Cargo space for the shipment to France of the stocks now on hand is gradually being provided, and there is every indication that few difficulties of this nature will be experienced in the future.

COTTON RAISING IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, July 20.]

A committee has been appointed by the Commonwealth Board of Trade to investigate the facilities for raising cotton in Australia and thereby contribute to Great Britain's needs for that commodity. Cotton raising, to a limited extent, has been tried in Queensland with good success, the amount of cotton accepted by the Department of Agriculture in May, 1918, being 46,977 pounds, as against 10,163 pounds in May, 1917.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Ibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 348 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Acids.....	27506	Lighting devices.....	27507
Auto accessories.....	27506	Logging outfits.....	27511
Canvas.....	27506	Machinery.....	27510
Cement.....	27506	Mats.....	27506
Dyes.....	27506	Oils.....	27506
General representation.....	27509	Paints.....	27506
Grape juice.....	27508	Piece goods.....	27506
Hardware and metal.....	27506	Pumping equipment.....	27512
Hosiery.....	27506	Soda.....	27506
Lanterns.....	27506	Street-cleaning apparatus.....	27505
Leather and rubber goods.....	27506	Toilet articles.....	27506
Glass and glassware.....	27506	Tractors.....	27511

27505.†—A firm in Norway is in the market for three electric street water sprinklers, three electric sweeping machines, and two electric drum trucks. These goods are desired for immediate delivery.

27506.*—A firm in India wishes to exclusively represent American manufacturers and exporters of hardware and metal, such as sundry tools and plants, nails, pipes and fittings, bars, angles, tees, plates, sheets, hoops, beams, ropes, tubes, wire, chains, bolts and nuts, hinges, screws, etc.; piece goods, such as checks, mulls, shirtings, ducks, crepes, lawns, printed and bleached goods, and cotton, woolen and silk goods; glassware, such as window glass, lanterns, chimneys, globes, bottles, etc.; and sundries, such as hosiery, toilet articles, paints, colors and dyes, oils, cement, soda, mats, acids, canvas, leather and rubber goods, automobile accessories, etc. Payment will be made by 60-day sight draft against documents. Correspondence may be in English. Reference.

27507.*—A lighting and engineering concern in Australia wishes to be placed in communication with American manufacturers of various forms of air gas and petrol lighting; also electric-lighting apparatus for country homes.

27508.*—A firm in Jamaica desires to purchase or secure an agency for the sale of large quantities of grape juice. Quotations should be made f. o. b. Correspondence may be in English.

27509.†—A man in France desires to represent American manufacturers and exporters in that country. He mentions no particular line. Cash will be paid for all purchases. Reference.

27510.*—The representative of a firm in South Africa, who is at present in the United States, desires to purchase complete starch-making machinery and equipment with a capacity of from 5 to 10 tons per day; and glucose by-products machinery. He is also interested in machinery for extracting oil from oil seeds. Reference.

27511.*—An engineer and contractor in India wishes to purchase and secure an agency for the sale of steam and gas tractors, logging outfits, saw mills, and gasoline logging engines. Quotations should be made f. o. b. Calcutta and San Francisco. Cash will be paid. Reference.

27512.*—A firm in Ceylon desires to purchase or secure an agency for the sale of various kinds of hand and steam pumps for use in agricultural fields and plumbago mines, capable of pumping water to a height averaging 25 feet, the pipe lines to be 2, 4, and 6 inches in diameter. Detailed information in regard to any special lines of pumping equipments is desired. Correspondence may be in English. References.

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CONTENTS.

	Page.		Page.
Cheese added to export conservation list	1137	Demand for musical instruments in New Zealand	1145
Egyptian cotton, rice, and sugar crops	1137	Handling this season's harvest in Victoria	1145
Tin mining in federated Malay states	1138	Motor traffic in Ontario	1146
Canadian railways adopt McAdoo schedule	1139	New sale methods for New Brunswick crown lands	1147
Phosphate deposits in the South Pacific	1139	Galway as a possible trans-Atlantic harbor	1147
Starch and glucose machinery catalogues wanted	1139	Exports of breadstuffs, oils, etc., for eight months	1148
Possible opportunity for sale of oil-seed mills	1140	Proposed limitations on fishing in Copper River	1148
New discovery of chrome in Rhodesia	1141	Scientific agricultural experiments in Burma	1149
Cellulose yarn and its manufacture	1142	To develop Portuguese cork industry	1151
Consumption of coal at Cardenas, Cuba	1143	Silos for Australia	1151
Fish-rescue work on Mississippi River	1143	Foreign trade opportunities	1152
Limited market for machinery, etc., in Lower California	1144		

CHEESE ADDED TO EXPORT CONSERVATION LIST.

The War Trade Board announces, in a new ruling (W. T. B. R. 242), that cheese has been added to the Export Conservation List, effective September 24, 1918.

EGYPTIAN COTTON, RICE, AND SUGAR CROPS.

[Consul Arthur Garrels, Alexandria, Aug. 5; data taken from July Bulletin of Ministry of Agriculture.]

The weather during July was favorable for cotton, with hot days and damp nights. The heat prevailing during the major part of the month quickened the growth of the plants, which overcame the previously retarded progress.

Cotton-worm attacks continue to be light and the hatching of eggs has been on a very small scale. Egg masses have become difficult to find, and where hatching has occurred practically no damage has been done. The common and the pink bollworms have appeared in most provinces. The pink boll is slightly less abundant than at the corresponding date last year. Slight attacks of aphids are reported from almost every Province, and an outbreak of wilt disease is apparent in one.

The cotton crop has considerably improved during the month. The number of flowers is encouraging. Indications of a good crop are everywhere noticeable.

Weather Favors Rice and Sugar Crops.

The hot weather during July was also favorable for rice and accelerated its growth. Water was everywhere plentiful. Watering, weeding, and transplanting is the chief work in progress. The rice worm is still reported in two Provinces, but the damage is insignificant. Sowing is finished. The bulk of the latest sown portion of the crop has already sprouted. It is looking exceptionally well every-

where and doing better than at the corresponding period last year. The area under rice also seems to be greater.

A like report of favorable weather and sufficient water is made for sugar cane. Weeding, watering, and manuring are in progress. The borer attack is very slight and the growth of cane is luxuriant. The area under sugar appears to be larger than last year.

TIN MINING IN FEDERATED MALAY STATES.

The British Board of Trade Journal for August 22 contains the following report on the tin-mining industry of the Federated Malay States:

The present position of the metal market gives added interest to the section of the annual report of the Mines Department of the Federated Malay States dealing with tin mining in 1917. British territory produces by far the largest share of the world's supply of tin, and the Malay States for very many years have been the chief source of the metal. Last year's export from the Federated Malay States amounted to 39,833 tons, as compared with 43,870 tons in 1916, but the value of the exports rose from £7,526,566 in 1916 to £8,489,610 in 1917.

The average sterling value per ton in Singapore in 1917 was £213 2s. 7.3d. (a new record), compared with £171 11s. 2.1d. in 1916, and £153 4s. 3.1d. in 1915. In no previous year has the London market been subjected to such abnormal pulsations as in 1917, the lowest cash price quoted being £180 15s. on January 1, and the highest £309 per ton on December 21—a fluctuation of £128 5s. per ton.

The output and value of the four States is compared in the following table:

States.	1916		1917	
	Tons.	Value.	Tons.	Value.
Perak.....	27,242	£4,675,379	24,643	£5,264,215
Seangor.....	12,241	2,099,072	10,960	2,323,541
Negri Sembilan.....	907	155,887	734	157,346
Pahang.....	3,490	596,228	3,496	744,508
Total.....	43,870	7,526,566	39,833	8,489,610

Mining Machinery in Use.

In the previous year a substantial increase was shown in the use of modern machinery at the mines, but in 1917 (probably on account of the difficulty in obtaining machinery from the United Kingdom and Australia) there was a falling off in horsepower. The only new plant of any magnitude installed during the year was the Tin Bentong Co.'s hydroelectric power plant and electrically operated dredge. The following table of horsepower shows the nature of the machinery and appliances in use in the mines of the Federated Malay States:

Machinery and appliances.	1916	1917	Machinery and appliances.	1916	1917
	<i>Horsepower.</i>	<i>Horsepower.</i>		<i>Horsepower.</i>	<i>Horsepower.</i>
Steam.....	24,810	23,748	Oil engines.....	3,851	2,662
Steam electric.....	4,255	2,420	Oil electric.....	1,495	2,003
Hydraulic.....	17,911	18,524	Total.....	58,074	66,576
Hydroelectric.....	3,549	4,395			
Suction gas.....	2,203	1,794			

CANADIAN RAILWAYS ADOPT McADOO SCHEDULE.

[Consul E. Verne Richardson, Moncton, New Brunswick, Sept. 16.]

The management of the Canadian Government Railways, from its head offices in Moncton, announces that beginning to-day shop employees will start to work under their new schedule, which is the same as the McAdoo schedule.

The men will go to work at 7.30 in the morning instead of 7 o'clock, and work until 12 noon, returning to work at 1 o'clock and work until 5, making 8½ hours for the day. The shop men are to have a Saturday half holiday all the year round, instead of in the summer months only, as has been the custom, making the work week one of 47 hours. It is understood the men are to receive back-time increase dated from the month of May, and are also to receive time and a half for the extra hour worked since August 1.

Under the new schedule all mechanics classed as first class are to receive 68 cents per hour; blacksmiths' helpers, boilermakers' helpers, and machinists' helpers will receive 45 cents per hour. Those classed as first class are machinists, blacksmiths, boilermakers, and electricians. Carpenters and painters are to receive 58 cents per hour.

PHOSPHATE DEPOSITS IN THE SOUTH PACIFIC.

[Consul General Alfred A. Winslow, Auckland, New Zealand, Aug. 6.]

Extensive phosphate deposits on Nauru or Pleasant Island and Ocean Island, located about midway between the Marshall and Solomon Islands, northwest of New Zealand, are said to be the most valuable deposits of the kind in the world. The islands, of coral formation, have for ages been the rookeries of sea birds, which have deposited guano that has impregnated the limestone, forming phosphate rock 40 feet in depth. The quantity of phosphates available is estimated at 500,000,000 tons, and as fertilizer it is said to rival the famous nitrate fields of Chile. This phosphate possesses 85 per cent of manurial value, as against about 27 per cent for the best English phosphate, according to a statement in the New Zealand Dairyman.

Before the war these islands belonged to Germany, but have since been taken over by the British Government, and now it is urged that they be turned over to Australia and New Zealand, since much of this phosphate is needed for the agricultural districts of these two countries.

STARCH AND GLUCOSE MACHINERY CATALOGUES WANTED.

[Vice Consul Charles J. Pisar, Cape Town, South Africa, Aug. 12.]

Considerable interest has recently been taken by the people of South Africa in the possibilities of manufacturing starch and glucose from maize, the raw material for which can be readily obtained locally.

Several inquiries have been received at the Cape Town consulate general for the names of American manufacturers of machinery and equipment for the manufacture of starch, which names have been supplied from trade directories on file. It is requested, however, that interested manufacturers of such machinery send to this office their catalogues and other descriptive literature. Interest seems to center in descriptions of complete plants of a daily capacity of 5 tons and upward.

POSSIBLE OPPORTUNITY FOR SALE OF OILSEED MILLS.

[Consul Lucien Memminger, Madras, India.]

Extension of the oil-seed crushing industry in Hyderabad and in Mysore is advocated in recently issued annual administration reports of those Native States in Southern India. American manufacturers of oil-seed machinery, if interested, should send advertising matter to the proper Government department in each case.

The report of the director of industries and commerce at Bangalore, Mysore, says:

The oil industry in Mysore is a very important one and large quantities of oil-seeds grown in the State are exported. There are, no doubt, in almost all the villages old country ghannees; but these are very inefficient and a fairly large percentage of oil is left unextracted in the cakes. An Anderson oil expeller was installed by this department for Mr. R. C. Muniappa, in Bangalore. The plant is capable of dealing with about 2 tons of seeds per day. A similar plant is being erected for Mr. B. K. Garudachar in Bangalore. But these mills can take only a small percentage of the seeds grown in the State. Large quantities of castor and sesame seeds are therefore exported and return into the State in the form of oil. Dr. Coleman has brought to the notice of Government that the oil cake is a very good manure and that the State wants a large supply of it. The lack of a large oil mill is therefore a serious drawback. It is accordingly proposed to install a large oil mill to crush 8 tons of seeds a day, and if private capital is not forthcoming, steps will be taken to start it by Government agency.

The report of the director of agriculture at Hyderabad, Deccan, India, says:

I do not suppose one of our merchants has gone into the question of power oil mills, though our castor seed is sent in shiploads to Europe, and both oil and cake are sadly needed, the former for our railways and factories and the latter for our fields.

The establishment of a castor-oil mill is not new in India. The difficulties in the way are such as can be overcome. If we are to transport the oil it is more costly by sea than seeds, and will certainly rouse competition in Europe. But there is no reason why both oil and cake should not be disposed of on the spot. Our railways ought to take the output of castor oil of at least one mill; and if the cake is not sold locally, there are people on the east coast and along the Nira Canal who will be glad to get it. But, even should these have a sufficient supply, there is always a market in Ceylon, Batavia, and Genoa.

At present there is a castor expressing plant at Sabarmati, near Ahmedabad, from which the B. B. & C. I. Railway and the G. I. P. are supplied with castor oil, and the Baramatti and the Nira Canal district with the cake. Ex mill the cake is sold at 32 rupees (\$10.38) per ton, the oil at 14 rupees 8 annas (\$4.70) per hundredweight. We ought to get better prices here for both oil and cake.

The Guzerate Oil Mill, at Ahmedabad, crushed 5,000 tons of castor seed in one year. The cost of crushing was 13 rupees (\$4.22) per ton, or 65,000 rupees (\$21,000), producing 40 per cent oil and 60 per cent cake.

Campaign of Education Needed.

With 2,000,000 acres under cotton we have a supply of over 100,000 tons of seed. Allowing 25,000 tons for sowing purposes, 75,000 tons remain to be disposed of. Cattle consume the greater part of what is not exported.

Some years ago six cottonseed-oil companies were started in the Bombay Presidency, but they were then in advance of public opinion, so that four were never floated for want of capital, and the two that worked at Baroda and Broach were not well managed and collapsed.

If we can at first persuade the greater landlords of the State to use the cake for cattle feeding, there is no doubt a huge paying industry will be in full swing in the no distant future, and the farming population will benefit as well as the mercantile community. Mr. Saluria, the agent of the Cotton Seed Oil Co., said he was ready to start a company here and, though he did not bind himself to it, expected he would supply 40 to 50 per cent of the capital if Hyderabad would

supply the rest. He believes 400,000 rupees (\$129,775) would be necessary to carry on the work.

For advisers in the oil trade we could rely on Mr. Kaprani L. Vakil, a scientific authority on the subject, and Mr. Mathurdas Goculdas for 24 years connected with the Bombay oil mills.

NEW DISCOVERY OF CHROME IN RHODESIA.

[African Herald, Aug. 31.]

The potentialities of Rhodesia as a mineral country have once again been demonstrated by the discovery of what is unquestionably stated to be by experts the largest deposit of high-grade chrome in the world, says the Rhodesia Herald. The deposit is situated in the Umvukwes, and the discovery was made by Mr. Albert Peake, of Umvukwe Ranch, Lomagundi, over 12 months ago. Great interest was exhibited in the find in mining circles, as was naturally to be expected, and a great future for the industry was confidently predicted, and its success, of course, would be reflected in the enhanced prosperity of the territory.

During the past 12 months systematic and energetic development has proceeded, and Messrs. Peake Bros. are now in a position to state that they have already fully exposed over 2,000,000 tons of exceptionally fine quality chrome. Work is continuing rapidly, and enormous additions to the proved tonnage are constantly being made.

The area of the ground involved is some 4,500 acres in extent, and excellent chrome is carried over the whole of the claims. The country is serpentine, and the ore occurs in a series of eight parallel lines, the total length of the strike being over 30 miles. It has been proved that the chrome is wonderfully consistent in value, the average of over 300 samples taken at wide intervals being no less than 53 per cent. The strike continues without a break over hills up to 2,000 measured feet high, and across the valleys. In addition to the vast tonnage of ore in place, there are 1,500 acres of alluvial chrome-bearing soil, the concentrates of which average 45 per cent mineral, assaying 48 per cent chromic acid.

Banket Junction is barely 30 miles away from the scene of the deposit, and we understand that a flying survey for a branch railway line has been made. The construction of such a line should present no special difficulty, and it is pointed out that the line could be completed within five months.

Eminent engineers estimate that the ore delivered at Beira would cost under 35 s. (\$8.50) per ton when the site of the strike is linked up with the main railway line. There is a large waterfall in the vicinity, and perennial streams, which would furnish ample power for all necessary working purposes. Fuel is abundant and labor plentiful and cheap. Under these conditions the development of the property should not be retarded in any way.

It is important to learn that the owners have offered the property to the Imperial Government on special terms, and the resident mining engineer of the B. S. A. Co. has reported very favorably to his Majesty's Government through the London office of the chartered company. It is, of course, equally well known that both America and Japan are urgently calling for chrome that contains as low as 40 per cent of ore.

CELLULOSE YARN AND ITS MANUFACTURE.

[From Frankfurter Zeitung, transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, Aug. 27.]

Great efforts have been made of late to use wood for a textile fiber. After the manufacture of paper yarn turned out to be only partly successful, the industry tried making the yarn from fiber direct from the cellulose. Two kinds of fiber are taken into consideration, the cellulon and the so-called staple fiber. The textile labor leader, Krätzig, makes the following statement on the subject:

For cellulon the cellulose fibers are prepared in the same way as for paper manufacture, usually without addition of resin. The material is run over a revolving sieve, where it is cut in strips as the water runs off. These are then wound onto bobbins and while moist brought to the spinning machine. The paper yarn made in this way is smoother and stronger than that made from strips. After the war paper yarn, no matter how made, will be used only for coarse materials, such as sacking. This new staple fiber is different. It is made after the cell material has been dissolved into a jellylike mass. This mass is pressed through a fine sieve, which delivers very fine fibers. These fibers are spun into threads, which can be dyed any color. This yarn is not now washable, but great efforts are being made to find a method that will make it so. The material may be washed, it is true, but in moist condition it is soft and weak. However, when dried, it becomes strong again. By mixing some cotton with the material, a cloth can be made that can be washed like pure cotton goods. If wool is mixed with it, it makes a fine cloth. The yarn can be woven on any kind of loom.

Manufacture Delayed by Patent Difficulties.

Even though this process of manufacture does not entirely solve the problem of textile raw materials for Germany and while it is necessary to make further improvements, still it is a very important step toward solving one of the hardest economic problems arising after the war and also for filling a want during the period of the war itself. It is of great importance that the greatest possible number of industries join in the efforts to improve this method of manufacture. But this does not seem to be the case. Among other complaints we have heard in this regard, we give below some statements by Mr. Krätzig in the Konfektionär:

The Government should take the initiative to support the experiments for improvement of this fiber. But the textile industries have for months been applying to the authorities for help to produce this fiber, and nothing has been done. The reason for the inactivity on the part of the Government is the difficulty made by the corporation that exploits the patents. The growing dissatisfaction within the textile industry, because the Government does not take such action that the production of staple fibers is not prevented by patent difficulties, is more and more justified, and it is time the Government took the matter in hand. If we go about this work systematically and take care that the fiber, as well as the material produced from it is not subjected to the same price increases as the paper weaves, we can look forward to the future with confidence, and if we make earnest efforts to utilize this fiber in the right way, we have nothing to fear from the economic war. As for the wool and cotton necessary for the mixture, we shall undoubtedly be able to get these from other sources of production.

Plan to Make Up Shortage With New Yarn.

Perhaps this warning has already been followed, as shown by a notice in the Rheinisch-Westfälischen Zeitung, which says:

The negotiations between the Government clothing department and the Vereinigten Glanzstoff Factories in Elberfeld seem finally to be coming to an end. The Vereinigten Glanzstoff Factories have declared themselves willing

to give free their patent rights for the manufacture of cellulose yarn. This will probably mean that several hundred textile factories in Saxony, Thüringen, Silesia, and Rhineland-Westphalia, without any technical difficulties and changes, will be able to weave this new yarn, which will relieve the present shortage of material. It is hoped that in a short time it will be possible to push this manufacture so much that large quantities of cellulose yarn will be ready this fall to be handed to the weaving mills. Steps have been taken to deliver the necessary quantities of chemicals to the spinning mills, so that this will necessitate no delay or hindrance.

CONSUMPTION OF COAL AT CARDENAS, CUBA.

[Consular Assistant George A. Makinson, Cardenas, Sept. 6.]

The industries established at the port of Cardenas, Cuba, consume approximately 25,000 tons of American coal per annum. In past years a small percentage of the consumption was covered by imports of British coal, but these shipments have now entirely ceased, and to-day American exporters enjoy an absolute monopoly of the market.

The scarcity of bottoms has reduced to a negligible factor the amount of coal imported into Cardenas direct from the United States, the coal necessary for local industries being supplied by three Habana wholesalers. Owing to the lack of sufficient water, vessels can not moor alongside the wharves here, but are obliged to load and discharge cargo through lighters in the open bay. The lighterage fee for fuel carried from ship's side to the wharves approximates \$0.80 per ton; the railroad freight from Habana is \$1.87 per ton.

The one wholesale coal firm located in this city endeavors to keep about 3,000 tons on hand, with which it is able to supply the wants of many minor consumers as well as take care of the usual orders for bunker coal. Present prices for bunkers are in the neighborhood of \$25 per ton, which does not include the charge of \$1.50 made for placing the coal alongside ship.

[A list of the principal coal-consuming industries of Cardenas, together with the name of the local wholesaler referred to in the foregoing report, may be procured from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices upon referring to file No. 105943.]

FISH-RESCUE WORK ON MISSISSIPPI RIVER.

According to the Bureau of Fisheries Bulletin for September, rescue operations along the Mississippi River during the summer, extending from Minnesota to Mississippi, have been unusually successful and in some respects were more extensive than ever before, owing to peculiarly favorable stages of the water. On the other hand, in the northern portions of the field it has at times been difficult and occasionally impossible to secure the services of capable crews to assist in seining the pools before they dried up.

The number of fishes salvaged and replanted in July was 7,709,700; compared with only 649,445 in the same month of 1917. The superintendent of the Homer Station reports an unusual abundance of carp and black bass.

The rescue work in the fiscal year 1918 resulted in the saving of 25,580,770 food fishes. The cost of the operations, ranging from 9 to 54 cents per thousand fish in the different fields, was the lowest ever attained.

LIMITED MARKET FOR MACHINERY, ETC., IN LOWER CALIFORNIA.

[Consul Bartley F. Yost, Santa Rosalia, Lower California, Mexico, Aug. 26.]

Owing to the very mountainous condition of this portion of the Peninsula of Lower California and the sparse settlements as a natural consequence, there is almost a total absence of roads of any kind, except a few mountain trails for burros leading along the coasts and to the fertile spots in the interior. The few miles of so-called roads leading to the northwest of Santa Rosalia and to the Port of Mulegé, 40 miles to the south, are not kept up to any extent and are therefore passable only with great difficulty for automobiles, the time required to cover this distance being from four to five hours. In the town of Santa Rosalia itself the roads are somewhat better, although generally ungraded and unpaved. The proximity of the mountain range to the Gulf of California forms an almost impassable barrier to communication with the interior and the Pacific slope. Along the desert plains of the Pacific slope there are stretches of road where automobiles can be used; also in the extreme northern and extreme southern parts of the peninsula.

Number of Automobiles—No Motor Trucks in Use.

There are in all 24 automobiles in use at the present time in the town of Santa Rosalia and 3 at Mulegé. Most of the accessories and spare parts are obtained through a local agent from firms at Nogales, Ariz. There is only one small garage in this community of 10,000 people where minor repairs can be done. All the automobiles used here are of American manufacture.

There are at present no motor trucks in use here, and owing to the bad state of the roads and the unimportance of commerce and industries, except that of the copper mining and smelting concern, which has narrow-gauge railways to serve as means of communication with its near-by mines, there are no immediate prospects of a market being developed here for motor trucks, either in the town or in the surrounding country. In the Imperial Valley, in the extreme north, and around La Paz, in the south, there may be better prospects.

With the exception of a few acres here and there where a little water may be obtained for irrigating, this whole section is a veritable desert where scarcely any vegetation is seen. In the irrigated spots where the soil is cultivated at all only primitive tools are used. Hence there can be no market for tractors in this part of the peninsula.

Machinery, Electrical Supplies, and Railway Equipment.

The only concern here requiring machinery, electrical supplies, or railway material is the copper mining and smelting company, which owns the town and the surrounding country for many miles. Before the war this company procured practically all its engines, pumps, cables, machinery, tools, and heavy machines for its shops and smelters from manufacturers in Europe, but now that that source of supply is cut off there may be an opportunity for American exporters to gain and maintain a foothold. At present the company owns and operates about 27 miles of narrow-gauge railway equipped with 9 small locomotives and 236 freight cars; part of this equipment is of American manufacture.

The electric plant which furnishes power for the works and light for the town is equipped partly with American material. There would seem to be little reason why the Americans should not have all this business now and after the war.

This company secures all its supplies now through its purchasing agent in the United States.

[The names and address of the company and its agent in the United States, as well as a list of automobile owners and agents at Santa Rosalia, may be had from the Bureau of Foreign and Domestic Commerce, or its district or cooperative offices, by referring to file No. 105628.]

DEMAND FOR MUSICAL INSTRUMENTS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 29.]

There is a decided lack of sheet music, musical instruments, and accessories in New Zealand at present, with prices very greatly increased along all lines. The demand for sheet music is greater than the supply, since music from Great Britain (whence most of the sheet music has come heretofore) is slow arriving, and there has been some difficulty relative to sheet music from the United States, the copyrights not having been properly protected in some cases here to the detriment of American interests. The shortage of musical instrument accessories seems to be the most serious; it is practically impossible to procure piano wires, piano keys, strings for small stringed instruments, etc., and when obtainable prices have advanced in many cases 100 per cent and more.

Prior to the war Germany supplied quite a large proportion of the musical instruments and accessories on sale here, especially such instruments as mouth organs, accordeons, and violins, and the strings for stringed instruments. At the beginning of the war Japan made a strong bid for this business, but at first failed quite seriously. Of late, however, it has materially improved the quality of its mouth organs, accordeans, etc., and these may soon rival the German-made article.

It would seem that there is an excellent field for these lines, since New Zealand's imports of music, musical instruments, parts, and accessories amount to about \$875,000 per annum.

HANDLING THIS SEASON'S HARVEST IN VICTORIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, Aug. 3.]

Final arrangements have been made by the Victorian Wheat Commission for the stacking of next season's harvest. The sites selected are Maryborough, Bendigo, Stawell, and Broadmeadows, a small quantity going to Geelong; and where it is not economically practicable to haul wheat to the sites chosen, the Railway Commissioners are to provide special sidings. The fullest facilities for hauling are to be given by the Railway Department. The Wheat Commission is to undertake the erection of skeleton sheds or frame works to carry roofing over the stacks. Railway freight is to be payable on the through rate, subject to the usual rebate to the port. It is hoped that the Railway Department will be able to convey the whole of the wheat during the months of January, February, and March under the system of country stations. The necessary precautions will be taken to make the stacks mouse proof.

MOTOR TRAFFIC IN ONTARIO.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, Sept. 18.]

In the opinion of the Ontario Department of Highways the growth of motor-truck traffic will undoubtedly call for stronger foundations for roadways, particularly on interurban highways, and over certain qualities of subsoil the use of concrete in place of ordinary broken stone will be necessary.

According to the department's report for 1917 there were 83,790 motor vehicles (78,861 passenger and 4,929 commercial) registered in Ontario last year, or nearly twice the registration of 1915. There is now in Ontario one car for each 39 of population; the average in the United States is one for each 20 of population. It is true in Canada as it is also true in the United States that agricultural communities, rather than manufacturing, contain the greatest number of cars in proportion to population. In Saskatchewan the registration is one car to each 12 of population. In Ontario 22,409 cars are owned by farmers.

Limiting loads for Ontario have previously been fixed, but in view of the trend of commercial traffic, the report states, it is desirable to consider the future in order that the maximum load may be still further reduced. Of the 4,929 motor trucks registered in Ontario last year, nearly 75 per cent were classed as 1-ton or less, over 97 per cent were $3\frac{1}{2}$ -ton or less, while less than 3 per cent were 4-ton and upwards.

War Affects Road-Improvement Work.

Road improvement was materially affected by war conditions during the last year, more especially by the scarcity of labor, high wages, and lack of railway service for the transportation of materials. However, the efforts of the department have been devoted to organization for road development after the war. The improvement of country roads, the report says, will bring the greatest service to the greatest number. These constitute about 20 per cent of the roads of the Province and will carry about 80 per cent of the traffic. "The substantial improvement of such roads, or a portion of them, and their maintenance no doubt fall within the definition of justifiable war measures," it is pointed out. During 1917 returns of county road work show a total outlay of \$1,388,342, of which \$1,006,815 was for construction and \$381,527 for maintenance. The total mileage of surfaced roads was 149.46; miles of road graded only, 104.70; 75 bridges were constructed. The county road system has been adopted by all but one county.

A year or two ago "suburban road systems" were authorized by the Government, as it was realized that increased carrying capacity and utility of main roads would greatly increase the direct value to cities of country roads. Suburban road commissions to supervise and carry on this work have been organized in Toronto, Kingston, Guelph, Galt, Kitchener, Hamilton, Brantford, St. Catharines, London, Windsor, and the town of Smiths Falls.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

NEW SALE METHODS FOR NEW BRUNSWICK CROWN LANDS.

[Consul E. Verne Richardson, Moncton, New Brunswick, Canada, Sept. 14.]

The Crown timber land sales which were to have been held on September 5, 1918, as noted in a report from Moncton dated August 15, 1918, were subsequently postponed, but will now be held at the Crown Land Office, Fredericton, New Brunswick, on Thursday, October 3, 1918, commencing at 12 o'clock noon, under the following conditions: Berths are to be sold on a straight stumpage rate per thousand superficial feet, the upset rate of which will be announced at the time of sale, conveying the right to cut and carry away the merchantable lumber as advertised for the term ending August 1, 1919. Ten per cent of the bid stumpage price on the estimated quantity of merchantable lumber standing on the berth is to be paid as each berth is sold.

The lands which are to be sold embrace in all about 400 square miles as stated in earlier report above mentioned.

This method of selling timber lands represents a decided change of policy from that which has been followed by the Crown Land Department for many years. There are many hundreds of thousands, probably millions, of acres of private lands in the Province, the lumber of which is cut upon the business basis which the present minister of lands and mines is now determined to experiment upon, as evidenced by the terms and conditions of the announcement now being made to the public. It will be seen in a short time whether the departure from the lease method is to the advantage of the Province or not, but the forestry department is of opinion that a change such as that now announced will prove of distinct financial advantage to the Province and eliminate many irregularities.

GALWAY AS A POSSIBLE TRANS-ATLANTIC HARBOR.

[Consul C. C. Broy, Dublin, Ireland, Aug. 21.]

A deputation composed of several members of Parliament and others interested called recently on the Chief Secretary for Ireland to lay before him the claims of Galway with respect to its suitability and natural advantages as a port for trans-Atlantic shipping.

This project has been discussed from time to time and has met with varying degrees of encouragement and discouragement. Contrary opinions have been expressed as to Galway's suitability for large vessels, some claiming that a great amount of work would be required in order to accommodate the liners and large freighters of modern times. Others favor Blacksod Bay, a little to the north of Galway, which is said to have deeper water than Galway Harbor. Other sites also have been mentioned, and the possibility of developing a great deep-water port at one place or another on the west coast of Ireland has been the subject of many discussions in years gone by.

It is reported that the Chief Secretary showed a sympathetic interest in the deputation's statements and promised to bring the matter before the Reconstruction Commission, of which he intends to form a special subcommittee to deal with Ireland.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

EXPORTS OF BREADSTUFFS, OILS, ETC., FOR EIGHT MONTHS.

The following statement of exports of domestic breadstuffs, cottonseed oil, meat and dairy products, cotton, and mineral oils from the United States during August and the eight months ending August has just been completed by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

Groups and principal articles.	August—		Eight months ending August—	
	1918	1917	1918	1917
EXPORTS BY GROUPS.				
Breadstuffs.....dollars...	68,007,166	47,957,008	482,551,985	439,950,077
Cottonseed oil.....pounds...	3,500,256	3,807,761	94,449,662	110,022,724
.....dollars.....	719,648	660,075	18,060,272	14,861,973
Meat and dairy products.....dollars...	78,303,358	30,709,014	663,077,564	299,832,373
.....bales.....	287,450	459,601	2,423,489	2,938,466
Cotton.....pounds...	149,181,534	233,955,223	1,240,858,375	1,508,270,267
.....dollars.....	45,166,498	62,723,615	385,225,352	312,417,711
Mineral oils.....gallons...	237,979,571	225,487,195	1,828,722,361	1,695,532,542
.....dollars.....	32,919,914	21,307,362	227,470,466	154,931,531
EXPORTS BY PRINCIPAL ARTICLES.				
Barley.....bushels...	587,149	1,458,530	17,650,924	8,919,895
.....dollars.....	916,703	2,220,541	29,251,311	13,036,398
Corn.....bushels...	1,850,413	2,069,519	32,394,301	45,526,366
.....dollars.....	3,218,219	5,158,241	58,049,456	59,839,291
Oats.....bushels...	11,523,349	12,522,243	75,782,553	59,701,163
.....dollars.....	9,593,996	10,445,864	67,340,628	44,298,350
Rye.....bushels...	212,243	97,749	4,735,726	5,216,155
.....dollars.....	374,900	224,041	9,885,407	11,954,059
Wheat.....bushels...	15,119,873	5,169,649	21,838,948	88,800,050
.....dollars.....	35,657,974	13,107,998	30,774,684	206,054,897
Flour.....barrels...	972,470	1,014,649	17,489,390	7,876,428
.....dollars.....	10,878,460	10,851,247	198,949,135	73,403,277
Beef, canned.....pounds...	17,429,437	3,254,554	103,608,392	48,410,462
.....dollars.....	7,246,812	1,223,955	35,282,122	12,825,057
Beef, fresh.....pounds...	45,169,708	25,781,773	356,894,312	164,806,880
.....dollars.....	10,671,897	3,990,784	71,896,022	23,592,929
Beef, pickled, etc.....pounds...	1,742,070	8,175,448	27,357,445	46,625,742
.....dollars.....	399,918	1,090,760	4,635,954	5,802,896
Olco oil.....pounds...	5,189,173	2,504,119	56,109,112	27,938,092
.....dollars.....	1,177,138	536,350	12,251,471	6,695,110
Bacon.....pounds...	68,857,566	28,310,675	595,816,678	427,672,093
.....dollars.....	29,052,338	6,450,669	225,698,397	83,559,317
Hams and shoulders.....pounds...	45,816,627	14,052,004	416,524,777	164,959,309
.....dollars.....	12,704,009	3,154,088	110,440,898	33,588,279
Lard.....pounds...	51,920,558	23,552,726	404,515,998	297,126,008
.....dollars.....	13,840,435	6,324,627	104,945,817	57,463,694
Neutral lard.....pounds...	623,693	188,996	5,966,759	9,087,640
.....dollars.....	168,689	41,010	1,511,756	1,922,794
Pork, pickled.....pounds...	3,032,954	2,816,476	26,854,158	29,438,676
.....dollars.....	646,881	545,130	6,414,708	4,951,042
Lard compounds.....pounds...	1,650,955	2,591,662	17,499,650	36,626,355
.....dollars.....	387,098	472,625	4,115,851	6,037,214
Milk, condensed.....pounds...	59,934,546	45,353,724	347,962,740	227,704,397
.....dollars.....	7,678,224	5,606,157	46,170,684	25,745,170
Crude mineral oil.....gallons...	9,553,294	12,192,007	132,549,891	108,504,211
.....dollars.....	560,642	408,280	7,466,943	4,843,940
Illuminating oil.....gallons...	37,109,644	45,936,349	321,963,175	457,252,614
.....dollars.....	4,320,703	3,817,666	32,450,673	32,514,937
Lubricating oil.....gallons...	27,807,975	23,247,049	175,757,051	179,556,894
.....dollars.....	8,777,919	4,858,128	49,632,214	34,264,732
Gasoline, naphtha, etc.....gallons...	56,944,192	30,503,418	378,621,070	272,594,963
.....dollars.....	13,677,715	7,275,074	93,525,191	58,733,714
Residuum, fuel oil, etc.....gallons...	108,564,466	113,518,172	819,830,774	677,623,851
.....dollars.....	6,582,935	4,948,384	44,395,445	24,674,206

PROPOSED LIMITATIONS ON FISHING IN COPPER RIVER.

A hearing to determine the advisability of further limiting fishery operations or of modifying the existing limitations on such operations in the Copper River, Alaska, its delta, and tributary waters will be held at the office of the Bureau of Fisheries, 1217 L. C. Smith Building, Seattle, Wash., on November 22, 1918, at 10 o'clock a. m., at which time and place all persons interested will be heard.

SCIENTIFIC AGRICULTURAL EXPERIMENTS IN BURMA.

[Consul Lawrence P. Briggs, Rangoon, Burma, India.]

Although Burma is an agricultural region and more than 80 per cent of the population is engaged in agriculture and allied industries, the Province is greatly handicapped by the lack of an agricultural college. So far as scientific agriculture exists, it is carried on by the Department of Agriculture through (1) the three main and six small experimental stations and the five seed-distribution farms; (2) the district work in seed distribution, demonstration, sale of instruments, and study of local conditions, and (3) the dissemination of information and advice. The principal experimental stations are at Mandalay in the dry belt; at Hmawbi in the delta, about 35 miles from Rangoon; and at Tatkon in the upper Sittang Valley, along the railway between Rangoon and Mandalay.

Research and Experimental Work.

The principal experimental and research work conducted by the Department of Agriculture has been connected with (1) the production of improved strains of rice, (2) the reduction of the amount of prussic acid in red beans, (3) the development of varieties of sugar cane, (4) the investigation of means of combating the millet pest, and (5) the improvement of the Mandalay milk supply. Experiments were also conducted in connection with sesamum, ground nuts (peanuts), cotton, and wheat.

The principal rice experiments were conducted at the Mandalay and Hmawbi stations. The purpose has been to produce a quick-growing plant suitable for the upland regions which do not retain the water well. More than 500 types of paddy have been examined, and experiments have been made with hybrids produced by crossing Burmese with Javanese and Japanese plants.

The agricultural chemist has spent a great deal of his time in the attempt to reduce the amount of prussic acid in the so-called Burma bean (*phaseolus lunatus*). This attempt has been fairly successful with a strain of the speckled red bean (*pogy*), but has not been so successful with the small white variety (*pobyugale*). The development of the small white bean has been so rapid that it has become, next to rice, the most important agricultural export of Burma. Several countries, particularly the United States, which in 1916 was a leading purchaser, have prohibited the importation of this bean because of the large proportion of prussic acid it contains. The reduction of this proportion is thus one of the most pressing agricultural problems of Burma.

Sugar Cane and Millet—Other Experiments.

Experiments with sugar cane on the Hopin Experimental Station produced a variety which reached an outturn of nearly 30 tons per acre. This and the result of the visit of the Government of India's cane expert give encouragement that Burma may become an important sugar-cane region.

Investigations into methods of combating the millet pest (*pwinbyu*) were carried on during the year; a fair degree of success was obtained by double sowing, using the first crop as a decoy and cutting it down after it had germinated as much of the parasitic *pwinbyu* as possible. By this method a quarter or a half of the second crop

was obtained under conditions which would have absolutely destroyed the first crop.

The inquiry into the Mandalay milk supply showed that the milk was of good quality when unadulterated; that the milk from the jungle herds was richer in fats than that of cattle kept in town; and that Indian or half-breed cows give more milk than the Burman stock, but that their milk contains a smaller proportion of fat.

Other interesting experiments were with jute and water hyacinth. Jute gunny sacks for rice form one of the largest articles of import into Burma, and several attempts have been made to raise jute on a large scale but have met with little success. During the year several attempts were made to discover a use for the water hyacinth which encumbers the inland watercourses of Burma to such a degree that it is a menace to navigation. The fiber was found useless for paper, cattle refused it as silage, and used as green manure on Mandalay clay soil it actually reduced the outturn of paddy.

Seed Distribution and Demonstration—Sale of Implements.

An important function of the agricultural stations and seed farms is the distribution of seed to the Burmese farmers. During 1916-17 the principal kinds of seed distributed were paddy, cotton, beans, and sugar cane. About 48,000 sets of sugar cane were distributed in one of the irrigated regions of the dry zone, and the results were highly gratifying.

Little demonstration work was done during the year. An agricultural assistant, placed on special duty in the northern part of the Shwebo district to show how wheat could be grown on the inundated lands along the Mu River, distributed 450 baskets of seed to cooperative societies, encouraged and supervised cultivation, and in several villages met with a considerable degree of success. Toward the close of the year a jute demonstrator and two skilled workmen were loaned by the government of Bengal to teach methods of growing and preparing jute.

The sale of agricultural implements, from the stations or through cooperative societies, does not amount to more than a few thousand dollars per year. The principal instruments sold are winnowing machines, plows, hand cultivators, chaff cutters, pumps, and chain water lifts.

Projected Activities of Department of Agriculture.

During the year under consideration the Department of Agriculture took over the small area planted to mulberry trees at Amarapura, a suburb of Mandalay, and will devote more attention to sericulture.

The department has had under contemplation the establishment of a Government Farm of some 3,000 acres in the Namyin Valley of the Myitkyina district in the extreme northern part of Burma. It is planned that this farm will be operated by ticket-of-leave men from the jails and that thus the double purpose will be served of relieving the overcrowding of the jails and determining the best crops to be produced in this temperate upland region. This project has been delayed for want of funds for equipment and maintenance of the farm.

It is recognized that the special need of Burma is an agricultural college, and the present administration of the Province seems to

favor taking immediate steps in this direction, independent of the long-projected plan for a Burma University.

The total expenditure of the Department of Agriculture from provincial funds for the year 1916-17 was 249,000 rupees (\$80,784), while the annual land revenue demand of the Province exceeds 3,000,000 rupees (\$973,300).

TO DEVELOP PORTUGUESE CORK INDUSTRY.

[Consul General W. L. Lowrie, Lisbon, Aug. 28.]

The Portuguese Government, by a decree dated August 20, concedes to cork factories existing in the country and others which may be established, especially those devoted to products of great commercial value, certain advantages and guaranties designed to develop the cork industry. Concessions are as follows: Free entry of machines and other material destined for the improvement of the cork industry, free Government land for factory sites, a premium of 1 to 5 escudos (escudo=\$1.08 U. S. gold) annually for each ton of industrial cork produced, premiums for patents on machinery applicable to the cork industry, a reduction of 20 per cent in the freight tariffs on State-owned transportation lines, a reduction of 20 per cent in customhouse storage charges, and an increase of 75 per cent in warrants issued against warehouse deposits. A special commission will be appointed by the Government to study regulations for the application of the terms of the decree.

SILOS FOR AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, Aug. 3.]

The State of New South Wales is erecting bins holding 50,000 bushels of grain each, representing a total storage of 18,000,000 bushels. Of this quantity, 13,000,000 bushels will be included in the country section. It is expected that these country silos will all be finished by the end of January, 1919, and that a storage capacity of 8,000,000 bushels will be completed by the end of December, 1918. The cost of storage will probably be 10½d. instead of 10¼d., as originally estimated.

The subcommittee of the cabinet has examined the tenders received for the construction in Victoria of grain silos at 83 country centers, providing for the storage of 5,500,000 bushels of wheat. On account of the increased cost of storage resulting from silos, if constructed according to bids submitted, it has been decided to defer the erection of silos in Victoria until they can be built more cheaply.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Agricultural machinery-----	27515, 27517	Milk-drying machinery-----	27513
Alcohol-----	27515	Nails-----	27517
Cement-----	27515	Oils-----	27519
Confectionery-----	27519	Paper and bags-----	27519
Cotton goods-----	27515	Sacks-----	27515
General agency-----	27514	Sheet metal-----	27515, 27517
General merchandise-----	27518	Tin plate-----	27517
Grocery supplies-----	27519	Tobacco and cigarettes-----	27515, 27519
Hardware-----	27517	Twines-----	27519
Hoop iron-----	27515	Underwear-----	27516
Kerosene-----	27519	Wines and spirits-----	27519
Machinery-----	27517	Wire and wire rods-----	27517

27513.*—Supplementing foreign trade opportunity No. 27467, a dairy firm in England desires to purchase milk-drying machinery, also machinery for making condensed milk, but particularly the former. The firm has had difficulty from the lack of the scientific treatment of milk before the drying process, so that the butter fat in the milk shall retain its sweetness in powder form and shall still be sweet when returned to liquid some months after. It is therefore its desire to be placed in communication with experts in this line as well as manufacturers and exporters of the machinery. Reference.

27514.†—An agent in Canada who is about to proceed on a business trip through Australia, New Zealand, and South Africa, and in which he has had previous commercial experience, desires to be placed in communication with American manufacturers and exporters who would like to place their products in these markets. He is willing to act either as selling or resident agent.

27515.*—A firm in France wishes to represent American manufacturers and exporters of products of interest to the West and East African trade, such as cotton goods, tobacco, alcohol, cement, empty sacks, agricultural machinery, corrugated sheet iron, and hoop iron. These products are to be sold to French exporters engaged in colonial trade and established in France. Correspondence may be in English. References.

27516.*—An American business man in Canada wishes to represent American manufacturers and exporters of ladies' silk and muslin underwear. Full information in regard to prices, terms, etc., should be submitted.

27517.*—A firm in Ceylon desires to purchase and secure an agency for all kinds of nails, steel sheets, painted sheets, galvanized and corrugated sheets, wire in all gauges, unfinished steel, structural steel, steel plates, steel rails, wire rods, tin plate, machinery for agricultural, mining, and estate purposes, and hardware of all kinds. Payment will be made by confirmed credit at port of shipment, against ship's bill of lading, if necessary. Correspondence may be in English. References.

27518.*—A firm in South Africa wishes to secure an agency for the sale of general merchandise, except machinery or engineering requirements. Quotations may be made f. o. b. Payment will be made by sight draft at or before time of shipment. Correspondence may be in English. References.

27519.*—An agency is desired by a firm in New Zealand for the sale of line of goods suitable to the wholesale grocery business and the wine and spirit business, such as dried fruits, preserved fruits, preserved fish, paper and bags, tobacco and cigarettes, oils, kerosene, spirits, confectionery, twines, and other goods suitable to such wholesale trade. Quotations may be made f. o. b. port of shipment. References.

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No. 226 Washington, D. C., Thursday, September 26 1918

CONTENTS.

	Page.		Page.
Monetary circulation in Spain -----	1153	Mechanical appliances for wounded soldiers -----	1163
Increased rubber imports from British East Indies -----	1153	By-products plant for Pribilof Islands -----	1163
Freight rate established for cotton exports to Spain -----	1154	Coal scarcity in Germany -----	1164
Crop statistics for Ontario -----	1155	Italian trading restrictions in macaroni pastes -----	1164
Regulations governing the exportation of tomato soup -----	1155	Life insurance in New Zealand -----	1165
Commercial items from New Zealand -----	1156	Cinchona cultivation in Philippine Islands -----	1165
Use of blast-furnace slag for road construction -----	1157	Freight service between Boston and Yarmouth -----	1165
Lighthouse employees commended -----	1157	Formation of German industrial council -----	1166
Electric light and power plants at Antung -----	1158	Demand for power-farming machinery in France -----	1166
New Canadian freight rates -----	1159	State control of mineral fertilizers in Spain -----	1166
Launching of first standard ship at Hongkong -----	1159	School of medicine for French West Africa -----	1167
Norway's water-power plans -----	1160	Ment prices in Australia -----	1167
Output of Australian steel -----	1161	Irrigation projects along the Orange River -----	1168
Distribution of gasoline in New Zealand -----	1161	Proposals for Government supplies -----	1168
Use of rigid iron conduits in Valencia district -----	1162		

MONETARY CIRCULATION IN SPAIN.

[Consul General C. B. Hurst, Barcelona, Aug. 20.]

Up to the present time the Bank of Spain has been able to issue bank notes only to the amount of about \$540,000,000, and the notes in circulation have now almost attained that figure, so that the bank is obliged to make payments in silver. In order to avoid this inconvenience the bank has been authorized to issue notes up to \$630,000,000, provided it has a sufficient gold guaranty for the increase.

On the other hand, the bank will reduce from 2 per cent to 1 per cent the interest on Treasury loans, and these loans may be increased from \$13,500,000 to \$27,000,000. The bank will chiefly purchase gold coin susceptible of circulation in Spain.

INCREASED RUBBER IMPORTS FROM BRITISH EAST INDIES.

Importation of india rubber in July, 1918, amounted to 40,448,509 pounds as compared with 27,400,775 pounds in July, 1917, an increase of almost 48 per cent. For the seven months ending with July, however, importations this year were only 239,011,951 pounds as compared with 242,003,420 pounds in the corresponding period of 1917.

The British East Indies continue to be our chief source of supply for india rubber and in addition have increased direct exports to us from 90,258,760 pounds in the first seven months of 1917 to 171,417,154 pounds in the same period in 1918, or about 90 per cent. A large part of this increase is probably explained by the decrease in imports from the United Kingdom, which dropped from 59,337,198 pounds in January to July, 1917, to 6,530,115 pounds in the same period of 1918, a decrease of approximately 90 per cent.

Imports from both Brazil and the Dutch East Indies showed a decrease for the seven month period as compared with 1917, though

the Dutch East Indies with a decrease of about 20 per cent to 29,016,962 pounds jumped from fourth to second place and Brazil with a decrease of 40 per cent to 25,418,392 pounds managed to retain third place in the list of countries supplying us with this commodity.

Share of Each Country in Imports of Rubber to United States.

The following table gives some idea of the changing direction of our purchases of india rubber since the war started:

From—	Fiscal year ending June, 1914.	7 months ending July, 1918.	Increase (+) or de- crease (-).
	<i>Percentage.</i>	<i>Percentage.</i>	<i>Percentage.</i>
United Kingdom.....	37	3	-34
Brazil.....	31	11	-20
British East Indies.....	12	72	+60
Dutch East Indies.....	0.4	12	+11.6
Other countries.....	19.6	2	-17.6
Total.....	100	100	.....

An interesting change that does not appear in the above table is the origin of our india-rubber imports from the British East Indies. Whereas in 1913 Ceylon rubber was preponderant, in 1917 imports from the Straits Settlements were almost five times those from Ceylon. The increased rubber production in the Straits Settlements is largely responsible for the decreased tin production of that colony, as the tin miners have been attracted by the higher wages prevailing on the rubber plantations.

FREIGHT RATE ESTABLISHED FOR COTTON EXPORTS TO SPAIN.

The War Trade Board announces in a new ruling (W. T. B. R. 240), the withdrawal of W. T. B. R. 149, issued June 26, 1918, and the adoption of the following regulations governing the ocean freight rate on raw cotton exported to Spain:

This new ruling provides that all licenses issued for the exportation of raw cotton to Spain are valid only upon the condition that the cotton exported pursuant thereto shall be carried at a freight rate not exceeding \$7 per hundred pounds gross weight, including primage, for high-density bales, and \$9 per hundred pounds gross weight, including primage, for standard bales. It is provided, however, that licenses for the exportation of cotton in standard bales shall not be issued after a date to be fixed by the War Trade Board and announced later.

On every shipment of raw cotton to Spain the shipper's export declaration which accompanies the goods to the customs inspector on the dock shall have attached thereto the original dock permit, or a true copy of the same, bearing an indorsement signed by the steamship company to the effect that the rate of freight to be paid on that particular shipment will not exceed \$7 per hundred pounds if in high-density bales and \$9 per hundred pounds if in standard bales.

Customs inspectors will not allow any raw cotton destined to Spain to be delivered at any dock against license dated June 28, 1918, or later, unless a dock permit indorsed as prescribed above is presented to them. Such indorsed dock permit thereafter is to be made a part of the records of the War Trade Board.

CROP STATISTICS FOR ONTARIO.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, Sept. 13.]

Official figures relating to the 1918 acreage and yield of the various crops in the Province of Ontario are now available. These show a fall-wheat yield 7,113,501 bushels below and spring wheat 4,611,173 bushels above that of 1917. The barley harvest is 5,029,057 bushels larger than last year, and the oats harvest 13,390,076 bushels. Rye production was 397,711 bushels less than in 1917. Peas and beans are credited with larger yields this year, but hay and clover, with a slightly larger acreage, gave a much smaller crop. The official data follows:

Fall wheat.—362,216 acres will produce 6,270,706 bushels or 17.3 bushels per acre, as against 585,946 acres, 13,884,207 bushels, or 22.8, in 1917, and 14,942,050 bushels in 1916. The annual average for the 36 years—1882–1917—was 21.3 bushels per acre.

Spring wheat.—351,423 acres, 8,290,089 bushels, or 23.6 per acre, as against 182,957 acres, 3,079,516 bushels, or 20.1 per acre in 1917, and 2,213,961 bushels in 1916. Annual average, 16.1.

Barley.—660,404 acres, 23,416,798 bushels, or 35.5 per acre, against 551,298 acres, 18,387,741 bushels, or 33.4 per acre, in 1917, and 12,380,969 bushels in 1916. Annual average, 28.1.

Oats.—2,924,468 acres, 124,622,893 bushels, or 42.6 per acre, as against 2,763,355 acres, 111,232,817 bushels, or 40.3 per acre, in 1917, and 71,297,528 bushels in 1916. Annual average 35.8.

Rye.—112,726 acres, 1,824,614 bushels, or 16.1 per acre, against 133,077 acres, 2,222,325 bushels, or 16.7 per acre, in 1917, and 2,354,410 bushels in 1916. Annual average, 16.5.

Peas.—113,862 acres, 2,397,263 bushels, or 21.1 per acre, as against 90,322 acres, 1,512,567 bushels, or 16.7 per acre, in 1917, and 1,243,979 bushels in 1916. Annual average, 19.1.

Beans.—100,082 acres, 1,469,790 bushels, or 14.7 per acre, as against 110,680 acres, 1,078,510 bushels, or 9.7 per acre in 1917, and 583,105 bushels in 1916. Annual average, 16.3.

Hay and clover (not including alfalfa).—3,470,036 acres, 4,506,859 tons, or 1.32 per acre, as against 3,358,579 acres, 6,156,340 tons, or 1.83 per acre, in 1917, and 6,739,259 tons in 1916. Annual average, 1.47.

The acreage in other crops for which no estimates as to yield have been made are as follows: Buckwheat, 223,662, as against 153,357 in 1917; flax, 15,925, against 7,327; mixed grains, 619,389, against 315,593; corn for husking, 195,310, against 258,935; fodder corn, 380,946, against 511,320; alfalfa, 144,010, against 189,109; cleared pasture, 3,561,754, against 3,509,945; potatoes, 166,203, against 146,481; turnips, 85,339, against 93,034; mangels, 40,714, against 49,148; other roots, 32,838, against 24,939; summer fallows, 248,463, against 232,679; orchard, 265,678, against 280,326; small fruits, 24,596, against 21,964.

REGULATIONS GOVERNING THE EXPORTATION OF TOMATO SOUP.

The War Trade Board, after consultation with the United States Food Administration, announces in a new ruling (W. T. B. R. 239) that applications for licenses to export tomato soup will be considered when presented in accordance with the rules and regulations of the War Trade Board.

Applicants who in the past have received refusals for this commodity may now submit new applications, which will be given prompt consideration.

COMMERCIAL ITEMS FROM NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland.]

Prices for Farm Land.

Near Shannon, in the North Island of New Zealand, about 69 miles north of Wellington, a large tract of land was recently subdivided into small farms ranging from 20 to 80 acres, that sold at auction at \$97.33 to \$582.98 per acre, averaging \$246.97 per acre. This will give some idea of the value placed on agricultural lands in this Dominion.

Increase in Number of Sheep.

During the year ended April 30, 1918, there has been an increase of 1,098,758 sheep in New Zealand, there now being 26,354,594 sheep in this Dominion. This large increase has taken place, notwithstanding there have been exported from the country 2,038,304 sheep carcasses and 1,945,305 lamb carcasses during that time. This is the greatest increase in the number of sheep that has taken place during one year.

Development of Frozen Meat Industry.

As illustrating the development of the frozen-meat trade of New Zealand, it is stated that the first cargo of frozen meat was exported from the country in May, 1882, and took 98 days to arrive in London. This shipment consisted of 4,460 sheep and 449 lambs, as compared with 130,000 carcasses carried by some steamers in these days. It is estimated that since 1882 there have been shipped 113,000,000 sheep carcasses, and during the last five years 2,000,000 quarters of beef have been shipped from the Dominion. This industry has very rapidly increased during the past four years, there having been 14 new freezing works constructed during that time in this Dominion.

Honey for Export.

At present there are large quantities of honey in store in New Zealand ready for export, as well as large quantities of beeswax. Honey in bulk sells at from 17 cents to 24 cents per pound, while in the comb from \$2.43 to \$2.67 per dozen cases. Beeswax sells at about 48 cents per pound. The honey is all carefully graded before placed in store for export.

Shortage of Iron Supplies.

There is a dearth of raw pig and scrap iron in New Zealand at this time, and an important dealer has made the statement that at present so far as is known there is not an ounce of iron on the water coming to New Zealand. All of the scrap and odd lots of old iron and steel have been gathered together and made use of so far as possible, and the Minister of Munitions has been called upon to assist in securing sufficient supplies to meet the necessities. The imports of pig iron in 1916 amounted to 5,420 tons, valued at \$130,885, as compared with 9,619 tons, valued at \$239,310, in 1913.

The Rabbit Pest.

At a discussion of what to do in order to eliminate or reduce the rabbit pest in New Zealand, one of the members of the New Zealand Council of Agriculture instances an area in the Auckland district of some 70,000 acres which carried, on a low estimate, 350,000 rab-

bits; and that 10 rabbits were presumed to eat and destroy as much pasture as would feed one sheep, thus destroying the feed that might have kept 35,000 sheep, which are estimated to be worth at least \$127,746 per annum to the country. Rabbits are being slaughtered by the millions and their skins prepared for export, of which the United States has taken very large numbers during the past year. Also, a large number of the rabbits are being placed in cold storage preparatory to shipment to Europe.

USE OF BLAST-FURNACE SLAG FOR ROAD CONSTRUCTION.

[Consul General Robert P. Skinner, London, England, Aug. 29.]

Blast-furnace slag for a number of years past has been used in the country districts and manufacturing towns of England for the construction of roads and as a macadamizing agent. If properly selected, it forms a very good foundation, but should be placed at an incline in such a manner as to hold each lump upon its adjacent lumps, to prevent rocking, and then should be covered over with fine blast slag and properly rolled and consolidated afterwards.

It is also successfully used with tar and other bituminous materials for footway and sidewalk paving.

As a concrete aggregate it is a very good material, if clean, but it takes almost double the quantity of cement required than when working with river gravel as an aggregate.

Owing to its very absorbent nature it requires much greater care in mixing, and for this reason some engineers will not use it if other aggregates are available, nor is it considered economical to use it unless it can be found at or near the spot and can be delivered at the mixing floors or machines at very low charges for transportation. It is principally used in this connection for the floors of warehouses.

When once set, concrete made from blast-furnace slag is very tenacious and it is almost impossible to break it up with pick or bar.

-----LIGHTHOUSE EMPLOYEES COMMENDED.

The Secretary of Commerce has recently commended the following employees of the Bureau of Lighthouses for special services rendered in the performance of their duties:

J. W. Sterling, commander of the tender *Hibiscus*, and the other officers and crew of the tender, for assistance rendered in clearing the schooner *L. L. Hamlin* from rocks on which it had run aground at Tumbler Island, Boothbay Harbor, Me., on August 7, 1918.

Messrs. Robert Allen, keeper; Patrick Owens, first assistant keeper; and Frank Huntington, second assistant keeper of Presque Island Pierhead Light Station, Pa., for services rendered on August 27, 1918, in going to the assistance of the crew of the steamer *Tempest*, the boilers of which exploded after the steamer had sprung a leak, causing it to founder in the channel of Erie Harbor, Pa.; and also Mrs. Frank Huntington, wife of the second assistant keeper, who, unaided, rescued from drowning one of the members of the crew; and Mrs. Robert Allen, wife of the keeper, who assisted in the rescue work.

Mr. I. C. Meekins, keeper of the Croatan Light Station, N. C., for swimming out and rescuing a woman from drowning while a storm was at its height, on August 24, 1918, and for assistance in rescuing three other persons from drowning.

ELECTRIC LIGHT AND POWER PLANTS AT ANTUNG.

[Consul John K. Davis, Antung, China, Aug. 6.]

During the first week in July the electricity department of the South Manchuria Railway Co. commenced the construction, immediately to the west of the Japanese Settlement at Antung, of a new electric light and power plant, the cost of which is estimated at the equivalent of \$210,000 United States currency. Two generators, each of 1,000 kilowatts capacity, have been purchased from an electric power company in Japan, which has itself now purchased new dynamos.

It is stated that this plant will be completed and in operation by December, 1918.

The electricity department of the South Manchuria Railway Co., which is the only company furnishing electric light and power in this consular district, already operates two plants in Antung. The first of these is located in the Japanese settlement, but immediately adjoining the Chinese city of Antung, which it supplies. The engines and generators are of German manufacture, the motive power is suction gas, and the total daily output is 2,600 kilowatt hours. The fuel used in the first plant is coal and that used in the second coke. The current as delivered at points of lighting is 110 volts and 50 cycle alternating. At present these two plants are unable to supply the existing demand for current which, during the past two years, has grown greatly as a result of the continued high cost of kerosene oil.

Demand for Electric Current.

The following figures for July 27, 1918, give an idea of the demand for electric current in Antung:

For light:

Number of buildings in which electricity is supplied without meters.....	2, 239
Number of buildings supplied with meters.....	1, 080
Total number of buildings in which electricity is used.....	3, 319
Number of lights installed without meter.....	11, 979
Number of lights installed with meter.....	20, 415
Total number of lights installed.....	32, 394

For power:

Number of motors in sawmills, 17; total horsepower.....	136
Number of motors in rice mills, 6; total horsepower.....	15
Number of motors in machine shops, 5; total horsepower.....	28
Number of motors in pumping stations, 2; total horsepower.....	220
Number of motors in miscellaneous use, 7; total horsepower.....	16
Total number of motors in use, 37; total horsepower.....	415

Cost of Current.

The rate charged for electricity is 25 sen (12½ cents American currency) per kilowatt hour, subject to a 10 per cent discount for the payment of bills at the company's office within the first seven days of the succeeding month, and with a minimum monthly charge of 30 sen (15 cents) per light. The rate for power use is 6 sen (3 cents)

an hour per contracted horsepower up to 200 per month, and 4 sen (2 cents) an hour per contracted horsepower over 200 hours a month.

To Supply Power for New Manufacturing Industries.

While the new plant will, of course, remedy the present insufficiency of current for lighting purposes, it is intended primarily to furnish motive power for several new manufacturing enterprises which it is expected will grow up in its immediate vicinity. The first of these will be the Anto Yoko Silk Mill, in which it is planned to spin silk waste. In addition to this a box factory and several other smaller enterprises are being considered.

NEW CANADIAN FREIGHT RATES.

[Consul Felix S. S. Johnson, Kingston, Ontario, Sept. 18.]

New tariffs have been filed by the railways, to become effective October 7 next, advancing the rates per 100 pounds by one-half cent for carloads and less than carloads at all cartage points. The minimum charge of 25 cents for shipments of 300 pounds and under, and 35 cents for shipments weighing over 300 pounds, remain unchanged. A similar advance was made in March last. According to officials of the railways, they have been compelled to make the additional charge on account of the advance in wages recently granted the teamsters and men employed in the cartage sheds.

The new tariffs add a number of articles to the list of so-called "exceptions" on which the published cartage rates do not apply. The following is a list of articles added to the "exceptions" in the new tariffs: Ash sifters, bakers' ovens, cereals and pop corn (straight shipments), churns, cork, cotton batts, cotton wadding, cream separators, elevators and parts, electric-lights bulbs, globes, glass, hats, machines and machinery (all kinds), portable buildings, stoves, furnaces and parts, garden utensils, and washing machines.

LAUNCHING OF FIRST STANDARD SHIP AT HONGKONG.

[Consul A. E. Carleton, Hongkong, British China, Aug. 13.]

The launching of the first of the standard ships to be constructed in Hongkong [see COMMERCE REPORTS for Sept. 13], took place on Saturday, August 10, 1918, at the shipyards of the Hongkong and Whampoa Dock Co. (Ltd.). This is the first of six which have been contracted for by the British Government. The chairman, in the course of his remarks at the launching, stated that at present the company was dependent for the building material on Great Britain and the United States, but he predicted that the day is not far distant when it would be able to manufacture practically all the requirements, since there is in the new territory a large quantity of iron ore, and that recently other ores such as wolfram and molybdenite, both used in the production of steel, have been discovered. As yet no coal has been found within British territory, but it is known that it is abundant not far off in the Province of Kwangtung, and when these coal mines are worked the establishment of smelting works in Hongkong can be readily accomplished.

NORWAY'S WATER-POWER PLANS.

[From Svensk Handelstidning, Stockholm, Aug. 13, transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark.]

During late years the demand for electric power in Norway has increased so enormously, not only in the cities, but also in the country districts, that the water power now developed has not been nearly sufficient. The shortage has been felt especially in the cities and country districts of the eastern and southern part of the country and in the smaller counties. The delivery of 150,000 horsepower to the eastern part of Norway from the Tyssø Falls, in Hardanger district, will, however, give them considerable electric power for distribution.

Promising Outlook for Christiania Trunk Line.

There seems to be good prospect of finishing the trunk line via Seljestad and Kongsberg to Christiania and other districts next year, commencing by supplying 30,000 horsepower and increasing this to 150,000 horsepower, the promise of high Government officials having been obtained to supply a quantity of cable, of which there is a great shortage in Norway. When all the works at Tyssø Falls, say in 3 or 4 years, will be ready, it will be possible from there to supply the trunk line with 275,000 horsepower. When all expenses have been paid for running the works, interest, amortization, and taxes, the cost of production will be only about 1 cent per kilowatt hour delivered in Christiania.

It is expected that the trunk line can be supplied with 4,000,000 to 5,000,000 electric horsepower within a not too distant future. In inner Hardanger and Telemarken districts alone are 1,500,000 available horsepower near the trunk line, which may be directed toward the east and south.

Development of Christiania's Electric Power—Raanaas Falls Project.

The manager of the Christiania Electrical Works, Mr. Norberg Schulz, has for a long time been working on a great plan with regard to power lines for the city. The first step was taken in January, 1916, when the municipality bought Holsvarsvattnet, estimated to deliver, roughly, 100,000 horsepower. The next step was the purchase in December, 1917, of a series of waterfalls in the Hallingsdals River, giving 40,000 horsepower. The purchase of Aurlands Falls in the western country for \$1,340,000, which was closed some months ago, was the last step in this plan. These falls are estimated to supply 300,000 to 400,000 horsepower. The trunk line from the Aurland Falls to Christiania will be about 180 miles long.

Akershus County Council last year decided to exploit as soon as possible the Raanaas Falls in the Glommen district, and the work is progressing. The falls will produce about 64,000 horsepower. The expenses are estimated at \$5,000,000. The work is expected to be finished in about four years, and only Norwegian laborers are to be employed on it.

Consul James H. Goodier reports from Palma de Mallorca, Balearic Islands, that there has been considerable activity in the local shipbuilding yards during the past year and that several new plants have been built or are under construction.

OUTPUT OF AUSTRALIAN STEEL.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Aug. 24.]

Broken Hill Proprietary (Ltd.) have issued the following statement of the output of the Newcastle Steel Works:

Output.	Half year ended—	
	November, 1917.	May, 1918.
	<i>Tons.</i>	<i>Tons.</i>
Pig iron.....	41,351	67,803
Steel ingots.....	52,878	89,011
Coke.....	35,044	74,025
Sulphate of ammonia.....	598	1,120
Tar (gallons).....	345,911	777,324

The erection of a second blast furnace has been practically completed, except that the turbo blower ordered 18 months ago from England has not yet been shipped. Pending its arrival the power plant and stoves of the old No. 1 furnace will be connected with the new furnace and the old furnace will be completely overhauled. The directors state that the company is now rolling plates 20 feet long by 5 feet wide, down to one-half inch in thickness, 1,000 tons having already been produced. By the end of September with new housings in operation plates down to one-quarter inch should be available. In referring to the work of the rail mill, the general manager says that sufficient structural material for six ships was rolled and delivered.

Profits of the Company.

During the half year ended May 31, the Broken Hill Proprietary Co. made a gross profit of £629,000 (\$3,061,000). This was, however, reduced to a net profit of £359,000 after the board made provision for general taxation totaling not less than £215,000, together with the debenture interest, sinking funds, etc., amounting to £54,000, and reserve fund £20,000. Dividend paying was maintained at the same rate as during the previous term.

DISTRIBUTION OF GASOLINE IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 8.]

The Government has authorized the Board of Trade of New Zealand to take charge of the distribution of gasoline, benzine, motor spirits, etc., through approved distributors who are regularly licensed.

The board of trade is authorized to fix the retail price at the main centers, and the wholesale price must be sufficiently low to allow of a reasonable profit on that basis. The quantity sold to any one consumer is also fixed at a certain quantity so as to regulate the consumption according to the stocks in hand.

At present the supply is fairly satisfactory, but stocks are not sufficient to carry over for any great length of time; but supplies seem to be coming in fairly regularly.

USE OF RIGID IRON CONDUITS IN VALENCIA DISTRICT.

[Vice Consul Manuel J. Codoner, Valencia, Spain, Aug. 28.]

The use of rigid iron conduits in the Valencia district is very limited. The majority of Spanish houses have no inside wiring as in the United States, and when an apartment is left vacant the tenant takes with him the electrical installation. The electrical wiring system in Spanish apartments is very simple, and many poor workmen who can not afford to pay electricians to wire their homes perform the work themselves, as all that is required for an ordinary installation is ability to make a lead-in, splice two wires together, and drive a few nails. The installation consists of insulators nailed to the wall, and strung with double-twisted flexible electrical wire, proceeding from the lead-in to the interrupter and lamp.

This system of wiring is employed for many reasons, one of the principal being that the greater part of the houses in Valencia—excepting the modern part of the city—are of very old construction, and as there is no law or municipal ordinance prohibiting electrical installations of this kind, the owners do not care to go to the expense of wiring the building. Further, it is not the custom in this country for the landlord to wire the apartments, although in some of the modern buildings the wiring has been placed within the walls. Consequently the tenants upon moving into an apartment do not care to bear the expense of putting in a modern system of wiring which they will have to leave behind later. On the other hand, with the Spanish system of wiring, when they move to another house, they take the wiring with them and reinstall it in their new home.

Conduits Installed in Modern Buildings.

I am informed by one of the wholesale dealers in electrical materials in this city that rigid iron conduits are used to some extent in some of the most recently constructed buildings in Valencia. These conduits or tubes, which are known here as "el tubo Bermann," are generally manufactured of brass or leaded iron, but owing to the present scarcity of these metals due to the war, lead is the only metal employed in their manufacture. They are lined inside with a heavy tarred pasteboard substance, which insulates the wire from the metal. Some of these tubes are manufactured in Bilbao, Spain, but merchants prefer those made in England, as they are of better quality and find a readier sale. On account of the small demand here for these tubes, Valencia dealers are obliged to sell their surplus stock in other parts of Spain.

The tubes used in Spain—of English and Spanish manufacture—are plain, without thread, connection being made by small tubes fitted into the end of each piece of tubing. Apparently only installations used on ships are fitted with the threaded tube, which is the British standard thread.

Conduits of the following dimensions are at present in stock at Valencia: 7, 9, 11, 13½, 16, and 23 millimeters. The diameter of the conduits is in inches, but as the metric system is used in Spain, the dealers refer to it in quoting dimensions.

While there has hitherto been only a limited market for metallic conduits in this district, it is believed that a more extensive one may be developed within the near future, and especially after the war, when a period of increased activity in the building trades is antici-

pated. Plans are being made for the erection of apartment houses which will be furnished with all modern improvements and will require a large amount of electrical material.

[A list of the principal dealers in electrical supplies in Valencia can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 106079.]

MECHANICAL APPLIANCES FOR WOUNDED SOLDIERS.

[Consul H. D. Van Sant, Dunfermline, Scotland, Aug. 28.]

There is a constantly increasing demand for tricycles and motor cars, besides other mechanical appliances, for men who have lost limbs during the war. The future possibilities for the sale of this class of goods for wounded soldiers and sailors can not at present be accurately gauged, though the demand will probably reach into the thousands. It is estimated that in Great Britain alone from 500,000 to 1,000,000 tools suitable for use by men having an artificial arm, to enable them to carry on their previous trades as plumbers, blacksmiths, carpenters, etc., could be sold. One expert claims that there is at present a market for at least 100,000 small motor cars or electric tricycles, well and simply constructed and easily manipulated, for the use of crippled officers and men. No such machine has yet made its appearance in the Dunfermline district, and when a practical motor or tricycle appears at a price below \$500 the sale of a large number seems assured from the start.

Bicycles are becoming increasingly scarce. Wheels formerly selling at \$25 to \$30, now bring \$60 to \$70, often being difficult to obtain at any reasonable figure. Cripple's chairs and hand tricycles have become equally difficult to obtain and costly, with scarcely any yet seen suitable for this hilly city. If American manufacturers would pay particular heed to the various types of machines needed here as compared with those used in a flat country, the demand would be more readily understood.

An efficient hill-climbing electric tricycle or motor—one easily understood and handled by an armless or legless man—would meet an urgent need, and if such a machine were ready at the close of the war, the sales reached would be beyond any figures yet reported.

BY-PRODUCTS PLANT FOR PRIBILOF ISLANDS.

A by-products plant for the manufacture of oil and fertilizer from seal carcasses is being erected on St. Paul Island in the Pribilof Islands. The lighthouse tender *Cedar*, which had on board some of the heavier portions of the equipment for this plant, arrived at the island on August 11. The material was successfully landed, and ground for the foundation of the plant was broken a few days later. The remainder of the equipment for the plant was delivered by the *Roosevelt* later in the month.

Active sealing operations were over by August 10. The energies of the station are being devoted to the erection of the plant. It is hoped to push the work of constructing the buildings and installing the machinery rapidly to completion and to begin operations this season. The carcasses of approximately 27,000 seals, which have been killed on St. Paul Island this year, will furnish ample material for preliminary operations.

COAL SCARCITY IN GERMANY.

[Consul General Albert Halstead, Stockholm, Sweden, Aug. 21.]

The following is an abstract from an article in the *Affärsvärlden* for August 14, 1918:

Germany will probably be confronted with a scarcity of coal during this coming winter. On account of the "Spanska Sjukan" among the laborers, it has not been possible to store the necessary reserve stocks for use during the winter. There are no extra supplies. How severe restrictions will be made in the use of coal can not be decided yet, but it is expected that only such industries as are more or less engaged in war work will be first supplied. Civil industries will get no coal and will have to be closed. Households also will probably get none.

To lessen the demand on the German coal fields, and probably also to secure good business, the Discontogesellschaft, the banking establishment S. Bleichröder, and the Banca Generala Romana in Bukarest, have taken over the concession of brown-coal mines in Roumania, including about 80 per cent of the Roumanian supplies. They intend to press the work considerably. The German railways that are now used for transporting coal are expected to receive less coal and get more force for other transportations.

The big iron and coal concern Bochumer Verein has decided to increase its capital from 45,000,000 to 57,000,000 marks. The new shares at 12,000,000 marks nominal and 9,000,000 marks cash will be given as payment for the mine Friedrich der Grosse. Bochumer Verien own also three coal mines, of which one is very productive. Friedrich der Grosse before the war produced more than 1,000,000 tons yearly. The coal field comprises an area of 900 hectares (2,224 acres) and is supposed to contain several million tons of coal.

ITALIAN TRADING RESTRICTIONS IN MACARONI PASTES.

[Consul General David F. Wilber, Genoa, Aug. 22.]

The *Gazzetta Ufficiale* of August 19 contained the following decree, prohibiting the production and sale of small dried macaroni paste prepared with eggs:

Article 1. It is forbidden to produce, sell, or keep for sale small dried macaroni paste prepared with eggs.

Article 2. Glutinizd pastes must contain not less than 25 per cent of azotated substances or 4 per cent of azote, and their retail price must not exceed 6 lire per kilo, including the cost for sacking and the container.

Article 3. Small dried macaroni paste prepared without eggs may be sold at a price higher than the price fixed for ordinary macaroni paste, but not over 2.50 lire per kilo, including the cost of sacking and container.

Article 4.—The Provincial Association for food supply, account being taken of the alimentary needs of the sick of the Province, establishes the amount of grain necessary for the production of the pastes indicated in the preceding article.

Article 5.—Upon each bag of small macaroni paste or glutinizd paste, the sale price to the public must be printed.

Article 6.—The prefects shall establish the rules for the sale of small macaroni paste and glutinizd paste also in relation to the rationing of the ordinary macaroni paste.

Give Our Boys Every Fighting Chance—Buy War-Savings Stamps.

LIFE INSURANCE IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 27.]

Life insurance is becoming general in New Zealand and the per capita insurance runs very high. Policies in force at the beginning of 1916 totaled \$199,366,625, of which the New Zealand Government Insurance Department had 52,950 policies, covering risks aggregating \$62,068,075, and the 10 standard private insurance companies doing business in this Dominion 107,618 policies, aggregating \$137,298,550. Two of the private insurance companies are American, with 1,953 policies, covering a total insurance of \$3,545,172. From the best information obtainable it seems that the business of these companies is on the decrease, since the New Zealand companies are apparently able to offer better rates.

The New Zealand Government Insurance Department offers a £1,000 (\$4,865) insurance policy, payable at death, at the rates indicated in the following table:

Age.	Yearly premium.	Half-yearly premium.	Age.	Yearly premium.	Half-yearly premium.
30.....	\$91.25	\$46.84	50.....	\$186.34	\$96.51
35.....	106.45	54.55	55.....	232.35	119.03
40.....	126.12	64.68	60.....	295.64	151.47
45.....	152.08	77.86			

CINCHONA CULTIVATION IN PHILIPPINE ISLANDS.

[Consul Lucien Memminger, Madras, India.]

The introduction of cinchona plants into the Philippine Islands from India is being attempted by the Igorot Exchange, a missionary institution at Sagada, Island of Luzon. Cinchona, the source of quinine, has not been cultivated in the Philippine Islands before, it is said. The experiment is made possible by the courtesy of the deputy director of agriculture at Ootacamund, Madras Presidency, who, in response to a request made through the Madras consulate, kindly furnished about 10 ounces of *Cinchona ledgeriana* seed for forwarding to the institution at Sagada. The seeds were sent in October last and reached their destination.

A letter from the Igorot Exchange states that the Director of the Bureau of Science, Manila, advised it, in reply to its inquiry, that cinchona has not been cultivated in the Philippines before, but that he is of opinion the climatic and soil conditions of the mountain Province in which Sagada is situated are entirely adapted to culture of this plant.

FREIGHT SERVICE BETWEEN BOSTON AND YARMOUTH.

[Consul John J. C. Watson, Yarmouth, Nova Scotia, Canada, Sept. 16.]

The steamer *Vera B. Collins* left Yarmouth for Boston, Mass., on September 14, 1918, carrying a cargo of 160 tons of fresh and salt fish. If this trip proves successful, the service will be continued, making one trip a week. This steamer has a gross tonnage of 325.26 and a net tonnage of 223, and has a speed of 9 knots. Its carrying capacity is about 400 tons. At present this is the only steamer engaged in freight transportation between this port and the United States.

FORMATION OF GERMAN INDUSTRIAL COUNCIL.

[From Copenhagen Politiken, transmitted by Commercial Agent Norman L. Anderson, Copenhagen.]

In connection with the already existing labor committee for Central Europe, which consists of representatives for all parties and leading persons within German economic life, there will be formed in the near future a German industrial council for Central Europe, the object of which will be to take care of the commercial and industrial interests in closest possible connection with the Austro-Hungarian monarchy, at the same time developing the trade-political connections of the Central Powers with the other Central European States and peoples. According to *Kreuszeitung*, the program for this industrial committee is to secure by a gradual development of the continental commercial connections, the extension of German industry on the world market. After establishing a customs union with Austria-Hungary, it is the intention by good trade connections and other means to make close ties with the eastern States in Europe, in order, by obtaining raw materials, especially from the districts of Greater Russia and the Ukraine, to gain strength to force the western opponents, especially the oversea raw-material producers, to make a world commercial peace after the war.

DEMAND FOR POWER-FARMING MACHINERY IN FRANCE.

[Consul Thomas D. Davis, Grenoble, Aug. 21.]

The Grenoble district is beginning to interest itself greatly in the introduction of power-farming machinery. It seems that only American machinery is seriously considered. Prominent men in several communities are encouraging the movement, which at present promises good results in spite of the serious obstacle presented in the smallness of individual land holdings.

This consulate is anxious to receive catalogues and advertising matter, preferably in French, from American manufacturers of this class of machinery. All catalogues received have been given to interested parties, and ought to be replaced.

Inquirers almost invariably ask whether or not advertisers have agencies in France, and if it is possible to inspect one of the machines or see it at work.

STATE CONTROL OF MINERAL FERTILIZERS IN SPAIN.

[Consul General Carl Bailey Hurst, Barcelona.]

The Spanish Government has enacted a law regarding State control of potash beds and other mineral deposits which can be adapted to use as fertilizers or serve as a basis for the manufacture of such. Under the provisions of this law the concession, exploitation, regulation, and sale of the products of such beds or deposits shall be subject to intervention by the State. This shall apply not only to concessions to be granted in the future, but also to those already existing, and will embrace near-lying mineral deposits.

The full text of the law was published in the *Gaceta de Madrid*, the official organ of the Spanish Government, on July 28, 1918.

SCHOOL OF MEDICINE FOR FRENCH WEST AFRICA.

[Consul W. J. Yerby, Dakar, Senegal, Aug. 12.]

As a result of the general needs of the French West African colonies, and especially of those growing out of the war—the return of the thousands of natives from the front wounded and in bad health and requiring special medical treatment and to provide all with better means to meet the economical demands after the war—the French Government has authorized the establishment of a school of medicine, to be located at Dakar and to be opened for the reception of students on October 1, 1918, and a school of agriculture. The school of medicine will be under the direct authority of the government general of French West Africa and under the technical control of the “Inspecteur Général des Service sanitaires et medicaux de l’Afrique occidentale française.” The courses will be to the end of providing competent native doctors, midwives, and veterinarians, and possibly pharmacists.

The school of agriculture is destined to give theoretic and practical instruction in agriculture and forestry.

These schools for French West African natives will be in addition to the already well-established technical, civil engineering, manual training, and government-administrative schools at Goree, Senegal, which are fed mostly by the primary schools of the French colonies—generally for the boys of the ruling class of natives.

MEAT PRICES IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Aug. 24.]

To meet the shortage in the supply of meat, caused by the falling off in market yardings, the Australian Meat Administration has arranged, commencing August 22, to sell for cash to retail butchers from day to day, sufficient frozen beef and frozen mutton to cover the deficiency. It is necessary for retail butchers to advise the Commonwealth Meat Administration at its office of their approximate requirements. The retail butchers must not apply for more than sufficient to bring their total purchases from all sources up to the absolute minimum of their normal daily trade requirements. The meat will be supplied at the following prices:

Beef:	Per pound.
Hinds.....	5½d.
Chops (without brisket, shins, or flanks).....	5½d.
Buttocks.....	5½d.
Rumps and loins.....	6½d.
Sets of forequarter ribs (not more than 7 without briskets).....	6½d.
Chucks and blades.....	4½d.
Mutton:	
In carcasses.....	5d.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.**DISTRICT OFFICES.**

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 604 Federal Building.
 ST. LOUIS: 402 Third National Bank Building.
 NEW ORLEANS: 1020 Ibernia Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

IRRIGATION PROJECTS ALONG THE ORANGE RIVER.

The African World of August 31 says that for some considerable time Government engineers attached to the Union irrigation department have been busy with various surveys along the Orange River, and after investigation it was felt that the river had a large fall between Upington and Keimoes. The Government has now decided to construct an enormous dam on the Orange River between Upington and Keimoes, with a view to conserving the water. This course is greatly welcomed, and will be a means of preventing distress to the lower proprietors, which has occurred at times in the past during severe droughts. The publication continues:

In connection with the above it is interesting to note that there are very large tracts of arable land, both on the north and south banks, belonging to the Government and private individuals, capable of irrigation development. In particular, the Government island known as Cannon, or Blauwskop Island, which has several hundred morgen of alluvial ground, is deserving of mention. In regard to private irrigation schemes, several of these have comparatively recently been started along the Orange River, and further development is likely to occur in the near future.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications and other information can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Motor launch, No. 5416.—Sealed proposals will be received by the Commissioner of Fisheries, Department of Commerce, Washington, D. C., until October 24, 1918, for the construction of a raised-deck open-cockpit motor launch *Curlew*, delivered to the Bureau's representative at the fisheries station, Cape Vincent, N. Y., or at its place of construction.

Paints, etc., No. 5417.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until October 10, 1918, for 30,000 pounds of red lead, 4,300 yards of khaki-colored canvas, and 7,600 gallons of mixed paints.

Maintenance dredging, No. 5418.—Sealed proposals will be received at the United States engineer office, New London, Conn., until October 7, 1918, for maintenance dredging in New Haven Harbor, Conn.

Buoy bodies, No. 5419.—Sealed proposals will be received by the Superintendent of Lighthouses, Tompkinsville, N. Y., until October 14, 1918, for seven type "L" acetylene-gas buoy bodies.

Officers' uniforms, No. 5420.—Sealed proposals will be received until October 1, 1918, for manufacturing officers' uniforms. Specifications call for both patch and belloved pockets. Bidders may make separate bids for each type pocket.

Marine engines, No. 5421.—Sealed proposals will be received by the Lighthouse Superintendent, Baltimore, Md., until October 7, 1918, for six gasoline-kerosene marine engines, six horsepower each.

Heating and lighting plant, No. 5422.—Sealed proposals will be received at the Office of Indian Affairs, Department of the Interior, Washington, D. C., until September 12, 1918, for furnishing machinery and labor for the construction and installation of a heating and lighting plant at the Cheyenne River School, South Dakota.

Shad boats, No. 5423.—Sealed proposals will be received by the Lighthouse Superintendent, Baltimore, Md., until October 8, 1918, for six North Carolina shad boats, 22 feet long, for use at light stations.

COMMERCE REPORTS



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No. 227

Washington, D. C., Friday, September 27

1918

CONTENTS.

	Page.		Page.
British wholesale and retail price of butter	1169	New general import license P. B. F.	1174
Increased note circulation of the bank of Algeria	1169	Fur seals on Pribilof Islands	1175
Expiration date of export licenses	1169	Spanish regulations as to consumption of coal	1175
Offer of acetate of lime and methyl alcohol	1170	American automobiles in Central Spain	1176
Scarcity of paper stocks in New Zealand	1170	Straits consulate wants trade literature	1177
Attitude toward war-time exports	1171	Report of Swedish bank inspector	1178
American shipyards make new world record	1171	Spanish banking institutions	1178
Stamess railway items	1172	Suez Canal traffic for 1917	1180
New direct Buenos Aires-New York service	1172	Italian banking amalgamations	1181
Proposed Swiss national trade-mark	1173	"Made in U. S. A." mark	1181
Project to encourage small Italian industries	1173	Japanese abnormal money-market conditions	1182
		South Australian leather industry	1183
		Foreign trade opportunities	1184

BRITISH WHOLESALE AND RETAIL PRICE OF BUTTER.

[Cablegram from Consul General Robert P. Skinner, London, Sept. 23.]

Food Controller prescribed the following wholesale maximum price for all Government butter in rolls or bricks of 1 pound or less: 2s. 3½d. per pound; in any other case, 2s. 3d. per pound; retail, 2s. 6d. per pound.

INCREASED NOTE CIRCULATION OF THE BANK OF ALGERIA.

[Consul Arthur C. Frost, Algiers, Aug. 16.]

The note circulation of the Bank of Algeria, which, by decree of May 28, 1918, had been increased to 700,000,000 francs (135,100,000), has again been increased to 800,000,000 (\$154,400,000), according to an announcement from Paris dated August 14, 1918.

EXPIRATION DATE OF EXPORT LICENSES.

The War Trade Board announces, in a new ruling (W. T. B. R. 241), that on and after September 30, 1918, export licenses shall be deemed to have been used within the period of their validity—

(a) If the through export bill of lading is issued and signed on or before the expiration date of the license and subsequent to October 9, 1917; or

(b) If the ocean bill of lading is dated on or before the expiration date of the license; or

(c) If the dock receipt is dated on or before the expiration date of the license and the ocean bill of lading covering the same shipment is dated not later than 30 days after the expiration date of the license; or

(d) If the railroad notice of arrival issued at the port of exportation is dated on or before the expiration date of the license and if the

ocean bill of lading covering the same shipment is dated not later than 10 days after the expiration date of the license, provided that the provisions of this paragraph (d) shall apply only when the merchandise is exported on vessels loaded at railroad docks where dock receipts as provided in paragraph (b) can not be issued by the vessel or its agents; or

(e) If the shipment is on a lighter which arrives on or before the expiration date of the license alongside the vessel upon which the shipment is to be loaded, and if the shipment is in fact loaded on that vessel and ocean bill of lading is signed not later than 30 days after the expiration date of the license.

The railroad agent issuing a through export bill of lading (combination rail and steamship bill covering goods to destination) will forward to the Bureau of Exports, War Trade Board, Washington, D. C., one copy of such bill of lading after there has been noted thereon the port of exit through which the shipment will pass.

These regulations supersede those announced in W. T. B. R. 152, made public June 29, 1918.

OFFER OF ACETATE OF LIME AND METHYL ALCOHOL

[Consul General George A. Chamberlain, Mexico City, Mexico, Aug. 28.]

The following communication, conveying an offer of acetate of lime and methyl alcohol, was addressed to the American consulate general in Mexico City by a local mining engineer:

A resident of this city, whom I have known for 12 years, is running a little chemical plant between Mexico City and Vera Cruz and makes acetate of lime (66 to 67 per cent) and methyl alcohol (98 to 99 per cent).

The only market for the former product in Mexico is with a firm with which he does not care to deal. He therefore has appealed to me to find a market in the United States; and as acetate of lime is the base for making acetic acid, it occurred to me to ask you if you could put him in touch with some one who would submit bids for his product. He has at the present moment 9 tons on hand, is making about 1 ton per month, and in the course of a short time will double this output.

His alcohol is now being sold in Puebla to Mexicans, but he would prefer to ship it all to the United States, if possible. He is making about 40 liters (104 gallons) daily.

[The chemical manufacturer's address may be obtained from the Bureau of Foreign and Domestic Commerce or its district and co-operative offices upon referring to file No. 105786.]

SCARCITY OF PAPER STOCKS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 8.]

There is a marked shortage in the paper supply covering practically all lines, and especially common print and book papers. This is compelling some publications to cease and curtailing many others to a large extent.

The imports of print paper for the first three months of 1918 amounted to 56,460 hundredweight, as compared with 83,468 hundredweight for the same period in 1917 and 64,478 hundredweight for the same period in 1914, while the imports of all other paper amounted to 11,205 hundredweight for the first three months of 1918, as compared with 19,994 hundredweight for the same period in 1917 and 23,192 hundredweight for the same time in 1914.

ATTITUDE TOWARD WAR-TIME EXPORTS.

Officials of the Bureau of Foreign and Domestic Commerce are frequently asked the question: What is the present attitude of the Government toward exports during the war? In our issue of September 16 we published a statement of the chairman of the War Trade Board, which sets forth clearly and completely the attitude of the War Trade Board on this important question. We now publish excerpts from a letter very recently addressed to the Chief of the Bureau of Foreign and Domestic Commerce by the chairman of the Shipping Board as showing the attitude of the Shipping Board in this matter:

I thoroughly appreciate the desirability, if not the necessity, of the Allies supplying, in so far as possible, the needs of neutrals in respect to those commodities which are produced only in the belligerent countries. Indeed, I look upon this as a part of our military program, since it not only helps to create good will for the Allied cause in neutral countries but is the logical if not the only way to pay for those raw materials produced only in neutral countries which are essential in the manufacture of munitions and to our food supply.

The Shipping Board has received comparatively few complaints from shippers concerning their inability to obtain cargo space. Shipment to many trade centers has been normal. The east coast of South America has suffered for unavoidable reasons, and the majority of complaints have been regarding export conditions to that district. Conditions in that direction are now rapidly improving.

It is the desire of the Shipping Board to maintain the normal flow of commodities in so far as that is consistent with the successful prosecution of the war program. Our plans for handling ships will be formulated in such a way that every available ton will be put into the commercial routes as rapidly and as effectively as can be done without prejudice to our military program.

The Bureau of Foreign and Domestic Commerce is endeavoring to secure statements from other interested branches of the Executive Department of the Government with a view to reaching definite conclusions on the attitude of the Government toward exports in war time.

AMERICAN SHIPYARDS MAKE NEW WORLD RECORD.

American shipyards in the 12 months that ended yesterday (Thursday) established a new world's record for ship construction. The returns, as compiled by the Bureau of Navigation of the Department of Commerce, total 1,956,455 gross tons. The previous world's record was made by British shipyards in 1913. It was 1,932,153 gross tons.

(The figures of the Bureau of Navigation, like those of the British Admiralty, include all construction of over 100 gross tons.)

This remarkable achievement of American shipyards in the past 12 months is set forth in the following memorandum sent Thursday to Chairman Hurley from E. T. Chamberlain, commissioner of the Bureau of Navigation:

We have "gone over the top" this morning in shipbuilding.

In the 12 months ended just now (10 a. m., September 26) American shipyards have built, and the Commerce Department, Bureau of Navigation, has officially numbered 1,956,455 gross tons, passing the previous high record of the United Kingdom for 1913 calendar year, 1,932,153 gross tons launched, of which 1,793,287 gross tons completed (Lloyds returns).

The United States for 12 months to date completed 1,956,455 gross tons, and the United Kingdom for 11 months ended August 31 completed tonnage 1,512,640 gross tons. Together 3,469,095 gross tons completed exceeds the world's record, 3,332,882 gross tons, launched by all nations in the calendar year 1913.

SIAMESE RAILWAY ITEMS.**[Vice Consul Carl C. Hansen, Bangkok.]**

The Siamese State Railway Department increased the rate on passenger traffic for all the lines of the State railways by 20 per cent as from July 1. This step had to be taken owing to the rise in price of railway materials received from Europe and America, and the heavy maintenance expenses incurred in repairing the damage caused by last year's floods.

Bangkok-Penang Railway Service.

Junction of the Siamese Southern Line of Railways with those of the British Federated Malay States has now been effected. The first train conveying passengers left Bangkok on July 1, and on the same day a train started from Prai at the other end of the line for Bangkok. Penang, in the Federated Malay States, will be reached from Bangkok in three days, and Bangkok from Penang in four days, and for the present there will be two trains per week. By sea the journey from Bangkok to Penang is made in from five to seven days.

Shortage of Rolling Stock—New Customs Stations.

On the Siamese Northern Line there is a usual daily shortage of about 200 wagons, and sometimes as much as 400 wagons are short, while on the Northern Line the shortage reaches about 100 wagons per day. This condition is owing to the fact that new goods wagons can not be built here because of lack of iron framework, wheels, steel tires, and other iron and steel fittings, which are not manufactured in Siam.

Customhouses for dealing with the railway traffic at the junction of the Siamese with the Federated Malay States Railways have been established at Pedang Besar, at Tung Song and at Singora, and the customs regulations for export and import entries are the same as those for the sea-borne trade at the port of Bangkok.

Siamese to Study American Railway System.

Eight Siamese students connected with the Royal State Railways are about to leave Siam for the United States for the purpose of taking up the study of American railway methods. This is a new departure inaugurated by the recently appointed commissioner general of the Siamese State Railways. These students will be under the care of the Siamese Legation in Washington.

NEW DIRECT BUENOS AIRES-NEW YORK SERVICE.

A resumption of direct passenger service between Buenos Aires and New York is indicated by a cablegram just received by the Bureau of Foreign and Domestic Commerce from Commercial Attaché Robert S. Barrett, stationed in the Argentine capital. Under date of September 24 Mr. Barrett cabled: "Royal Mail Packet Co. advises that it will inaugurate a new passenger service to the United States early in November with the steamer *Desna*, followed by the *Darro*, *Deseado*, and *Demarara*."

There has been no direct service between the northern and the southern metropolis since the Lamport & Holt boats were taken off some weeks ago.

PROPOSED SWISS NATIONAL TRADE-MARK.

[British (Government) Board of Trade Journal, Sept. 5.]

A copy of the regulations under which it is proposed by Swiss chambers of commerce to establish a Swiss national trade-mark under the name of S. P. E. S. (Syndicat pour l'Exportation Suisse) discloses the fact that the mark will be confined to firms two-thirds of whose capital is Swiss and to goods that are made in Switzerland exclusively by the Swiss. Thus any foreigners manufacturing in Switzerland will not be able to use this trade-mark for goods manufactured by them in Switzerland. The object of the trade-mark, it is stated, is not to place foreigners at a disadvantage, but to insure that any articles bearing the mark S. P. E. S. are to be really of Swiss manufacture. In addition, the mark is directed against German penetration, as numerous firms are known to be ostensibly Swiss, but in reality German. The president of the Geneva Chamber of Commerce states that the control of these will not be easy, but the committee is alive to the probability of improper use of the mark, and they consider that it will be necessary for Swiss manufacturers to bring cases of this character to official notice. No foreign firms are to be prevented from manufacturing in Switzerland; but not being Swiss, they are to be debarred from using the trade-mark. With regard to the possibility of the extensive misuse of the trade-mark by exporting merchants, it may be necessary to add the manufacturer's name to the trade-mark. This may not be acceptable to exporters, and if impracticable and the trade-mark fails as a result to protect Swiss manufacturers, it is considered probable that the chambers of commerce concerned will propose its abolition.

PROJECT TO ENCOURAGE SMALL ITALIAN INDUSTRIES.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Sept. 16.]

The Minister of Industry, Commerce, and Labor has presented to the Italian Parliament a draft of a bill for promoting the development of what are called the small Italian industries. These industries include the lace production of Venice and Aquila, the textile industry of Catanzaro, of the Marches, and of Salerno; the making of rope in Abruzzo and Liguria; the plaiting of straw in Carpi, in the Island of Ischia, and at Catania; the production of knives in Campobasso and in Maniago; the making of agricultural tools and kitchen utensils in the Provinces of Avellino, Bari, and Lecce, and the very important ceramic industry at Romagna and in the Provinces of Aquila, Bari, Reggio Calabria, and Perugia.

It is proposed to establish local committees, made up of competent authorities, whose special work it will be to diffuse pertinent technical knowledge, to direct production, and to facilitate the sale of the finished articles. These committees and such others as have been formed by private initiative are to be coordinated and directed by a central council under the minister's instruction.

A country worth fighting for is a country worth saving for. Buy Thrift Stamps.

NEW GENERAL IMPORT LICENSE P. B. F. 27.

The War Trade Board announces, in a new ruling (W. T. B. R. 244), the issuance of a new general import license to be known as PBF No. 27, which will be effective for shipments made on or after October 1, 1918. This license covers the importation into the United States from the United Kingdom, France, and Italy or their European or Mediterranean African possessions or protectorates, of all commodities, except those hereinafter enumerated, provided the specific goods sought to be imported originated in said countries, or in said possessions or protectorates.

The following commodities are specifically excluded from the terms of this license:

Aloxite and boro-carbone; animals, live; asbestos; asphalt; bamboo and willow, and manufactures; beverages, nonalcoholic, except mineral water; borax; breadstuffs, including all food grains and fodders, sago and tapioca, and all flours; caffeine; candy and confectionery; casein; castor beans and castor oil; cement; chloride of lime; chrome, chrome ore and chemicals extracted therefrom; cobalt, cobalt ore and chemicals extracted therefrom; cocoa beans or cacao; coconut meat; copper ore and copper concentrates; corundum, emery, and emery ore; cotton, raw, cotton duck, yarn, thread, waste; cotton seed and products; cryolite; cyanide of soda; dairy products; eggs; ferro-alloys; ferromanganese and spiegeleisen; fish, except cured mackerel and herring; flax, raw, and manufactures; flaxseed or linseed; fruits; furs not on the skin; fur skins; gelatine and manufactures thereof; graphite or plumbago, and graphite crucibles; grass, manufactures of; gypsum; hair, animal, including bristles; hair, human; hemp and hemp rope; hides and skins, all, including pickled and tanned iridium; iron ore; ivory, vegetable; jewels and jewelry, including meter, watch, and phonograph needle jewels, and jewelers' sweepings; jute and jute products; kapok; knitting needles; lead; leather, all finished, and all leather raw stock; lime; mahogany logs and lumber; malt liquors; manganese, manganese ore, and chemicals extracted therefrom; meats, meat products, sausage casings; mica, molybdenum, molybdenum ore and chemicals extracted therefrom; monazite sand; nitrate of soda; oilcloth and linoleum; oils, animal; oils, expressed vegetable; optical glass; osmiridium; osmium; palladium; paraffin; plants; platinum and manufactures of; precious stones, and imitation precious stones, and all industrial diamonds and products; pyrites; rattans and reeds; rhodium; rubber, crude, scrap, and reclaimed; balata, gutta-joolatong, gutta-percha, gutta-siak; manufactures of rubber; ruthenium; scheelite; seeds, including hemp seed; shellac, and all lacs; shellfish; silk and manufactures; sisal; starch; stone and manufactures thereof, except Italian marble; tanning materials, and substances from which same can be extracted; tin in bars, blocks, pigs, or grain or granulated, tin ore, and tin concentrates or any chemical extracted therefrom; titanium, titanium ore and chemicals extracted therefrom; tobacco leaf and stems; trees; tungsten, tungsten ore, and chemicals extracted therefrom; vanadium, vanadium ore, and chemicals extracted therefrom; vegetables, except mushrooms and truffles; wolframite; wool, wool yarn and waste, tops and nolls, and manufactures.

American consuls in the countries affected by this new general import license have been instructed to certify invoices for all shipments included within the terms of this general license without further official instructions or official notification of individual import license numbers. The consuls will, however, indorse on all such invoices covered by this general license, "PBF No. 27," in the same manner as is now done in the case of commodities covered by other general licenses.

The list of commodities above enumerated is a tentative one. A detailed list classified according to the tariff paragraphs is being prepared and will be announced shortly.

This new general license purposes to include commodities whose importation from Europe has been entirely unrestricted and whose distribution in this country has not been controlled; also, with certain exceptions, those commodities whose importation has heretofore been allowed under the back-haul privilege from convenient European and Mediterranean African ports.

Commodities covered by this new general license will not, therefore, require an individual import license, and it will not be necessary for the War Trade Board to cable officially regarding such shipments.

FUR SEALS ON PRIBILOF ISLANDS.

Preliminary figures for the 1918 census of fur seals on the Pribilof Islands have been received by the Bureau of Fisheries. These figures show that the approximate total number of the Alaskan herd was 496,600 in 1918, as compared with 468,692 in 1917. The number of pups born was 143,005 and the number of breeding cows was the same. The average harem based on a count of seven rookeries was 26.76. This census did not include the 33,881 seals taken during the present year.

Take of Sealskins Authorized.

The Department had authorized a take of 35,000 skins during the regular killing season which ended on August 10, but only 33,881 were taken. Of this number 7,000 were taken on St. George Island and 26,881 on St. Paul Island. A few seals will be killed from time to time during the remainder of the year for the purpose of furnishing fresh meat for the natives.

By the terms of the North Pacific Sealing Convention of July 7, 1911, 15 per cent of this year's take of the skins belongs to the Canadian Government and a like proportion to the Japanese Government. There will be no actual delivery of these skins, but under a provision of the convention, the market value of the skins will be credited to the respective Governments as an offset to certain advance payments made to them by the United States.

SPANISH REGULATIONS AS TO CONSUMPTION OF COAL.

[Consul General C. B. Hurst, Barcelona, Aug. 10.]

By the royal order of August 8, 1918, the Spanish Government adopted measures to regulate the consumption of coal in this country. Within 15 days from that date all consumers of coal for industrial purposes must state the quantities and classes of coal consumed by them in 1916 and 1917; who were their furnishers, and the contracts in force; their actual consumption and how much they will require; and a careful statement as to their coal reserves.

From the information thus obtained it is designed that each Province shall receive its pro rata share of the available coal supply, according to the requirements of its industries. Exceptions are made for gas, electric, military, and naval industries.

Wholesale and retail coal dealers are obliged to make similar declarations, furnishing a detailed statement of the amount of coal sold, number of purchasers, and the price. This report will be made public for the benefit of consumers.

AMERICAN AUTOMOBILES IN CENTRAL SPAIN.

[Vice Consul Ernest E. Evans, Madrid, Aug. 5.]

The dominant position of France in the Spanish automobile market prior to the war was due not only to the quality of that country's production but also to the fact that it had been the pioneer in high-grade motor-car manufacture. As Spain's nearest industrial neighbor, France can ordinarily make deliveries of automobiles and spare parts with extreme facility. Factors not without importance in the maintenance of French prestige were the belief of the original purchasers of automobiles in Madrid that the services of French mechanics were essential to the proper operation of their cars, and the tendency of Spanish chauffeurs and mechanics to consider a technical education incomplete without a period of practical training in the automobile factories of France. A predisposition for French cars could not but result from this condition, which also explains the abundance of French technical terms used in local automobile circles.

Until 1914 there was only one make of American automobile in operation in central Spain. The outbreak of war and the cutting off of previous sources of supply caused Spanish dealers to turn to the United States for their requirements, and American motor vehicles of the \$1,000 class soon appeared on the market and were readily sold at \$1,800 or \$2,000.

Sale of American Automobiles in 1917.

In the several years since 1914 the sale of American motor cars in this district has steadily increased, the total for 1917 being approximately 590, of which 458 were of the cheaper makes up to \$1,200 in price, 91 ranged from \$1,200 to \$2,500, and 41 were vehicles of better grade over \$2,500 in price.

It will be seen that a certain success has been attained in spite of the opinion current in Madrid that only the cheaper American cars represent good value.

Although the large sale of American motor cars in Madrid during the last four years should probably be attributed to the war's interruption of trade currents, mention must be made of the number of medium and better grade vehicles whose sale has resulted from the untiring efforts of one or more local agents who, at their own initiative and expense, have extensively advertised the merits of the American automobile. For, unfortunately, the interest which most American automobile manufacturers displayed in this market in the past largely took the form of demanding payment f. o. b. factory or New York for the cars occasionally ordered by local dealers. The splendid opportunity for the building up of a highly profitable and increasing business in the capital and central region of Spain was apparently a matter of unconcern. When the return of normal conditions again permits of European competition, a passive attitude on the part of American automobile exporters can only end in the rapid loss of present trade in Madrid and its bright prospects.

Decreased Sales in 1918—Post-War Period.

A marked falling off in automobile sales has taken place thus far in 1918, owing to the long delays encountered in receiving cars from the United States and the shortage of gasoline which prospective

purchasers must consider. Substitutes for gasoline are found to be expensive and uneconomical.

At the close of the war a determined effort will be made by French, English, and Italian automobile manufacturers to regain the positions formerly held in this market, and it is needless to point out the urgency of active preparations by American motor-car interests to withstand the keen competition of their European rivals. A concerted and vigorous campaign of publicity should now be inaugurated to impress upon Madrid buyers the excellence of American design and construction and acquaint them with the latest progress realized in the motor-vehicle industry of the United States. The local agents being generally more familiar with the peculiar conditions in this market, the direction of such propaganda might be intrusted to them either collectively or individually, the expense being borne by the manufacturers singly or as a group, as might be deemed most effective and desirable.

However, the full fruit of such an advertising campaign would only be gathered on condition that it is duly realized by the manufacturers that Spanish requirements and tastes must be considered in building cars for sale here. Right-hand drive, a low chassis, long hood, obscure body colors, and the indication of tire and wheel measurements in millimeters are among the features deemed indispensable by Madrid purchasers of motor cars.

Importance of Madrid Market.

The excellent system of boulevards and roads in and about this rapidly growing capital invites an ever larger public to take up motoring; this and the exceptionally favorable financial position now occupied by Spain, with the increased spending ability resulting therefrom, make Madrid and its surrounding Provinces a market whose actual and potential importance merits close study and appreciation by our automobile exporters.

STRAITS CONSULATE WANTS TRADE LITERATURE.

On March 1, 1918, the American consular agency at Penang, Straits Settlements, was raised to the status of a consulate. This action, Consul G. L. Logan reports, was much appreciated by the business community of Penang, and merchants and shippers there are making active use of the trade-information service offered. All inquiries, however, can not be answered from data on file, and Consul Logan is anxious that additional information be made available. He writes:

American manufacturers, commercial associations, exporters, and importers are requested to place the Penang consulate on their mailing lists for trade literature, catalogues, directories, etc. This office receives frequent requests for the names of American firms exporting and importing various articles, and its limited supply of trade literature is in constant demand. The managers of important business houses often call personally for such data, and in some instances these visits result in direct orders.

Representatives of several American firms have visited Penang recently. Most of them have called at the consulate and have reported good business. Some have expressed their surprise at the volume of trade done here, the possibilities of development, and the opportunities for increasing American participation therein.

REPORT OF SWEDISH BANK INSPECTOR.

[From Stockholm Svensk Handelstidning, transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, Aug. 14.]

The Swedish bank inspector has published a report of the work of the Swedish banks in 1917. According to this, Sweden owned 59 bank companies at the beginning of 1917, 14 of which were joint-stock companies, 31 bank-limited companies with capital stock of 1,000,000 crowns or more, and 14 bank-limited companies with a capital stock of less than 1,000,000 crowns. No less than 12 banks have consolidated with others in the course of the year.

On the other hand, there are only a few new banks, such as Halands Landtmannabank (Farmers' Bank), Värmlands Folkbank (People's Bank), Landtmännens Bank, Industribanken, Affärsbanken, and Jämtlandsbanken. At the close of 1917 the number of banks was, therefore, 53. At the same time there were 1,050 bank offices, as against 805 at the beginning of the year. This means one bank office for every 5,524 inhabitants.

The aggregate capital stock of the Swedish banks during 1917 increased by 106,000,000 crowns (\$28,408,000), or 25.5 per cent, and was at the end of the year 521,000,000 crowns (\$139,628,000), the reserve funds at the same time having increased by 91,000,000 crowns (\$24,438,000) to 382,000,000 crowns (\$102,376,000). The savings accounts grew during the year from \$669,000,000 to \$863,000,000.

The aggregate net profits of the banks in 1917 were \$23,530,400, as against \$24,602,400 in 1916, thus nominally a decrease of \$1,072,000, but in reality this means much more, considering that the capital of the banks was somewhat less in 1916 than in 1917.

SPANISH BANKING INSTITUTIONS.

[Consul Ely E. Palmer, Madrid, Aug. 30.]

Under date of August 1, 1918, the president of the Organizacion Protectora de la Produccion Nacional publishes a treatise entitled "La Organizacion Bancaria del Credito Industrial," in which he gives interesting information concerning national and private banking institutions in Spain.

In the year 1772 was founded the Banco de San Carlos, subsequently reorganized in 1829, with a capital of 80,000,000 reales (20,000,000 pesetas, equivalent to \$3,860,000 at normal exchange of \$0.193, at which rate all conversions herein have been made), under the name of Banco Espanol de San Fernando. By royal decree of January 25, 1844, there was created in Madrid the Banco de Isabel II, which, three years later, was absorbed by the Banco Espanol de San Fernando. By a law of January 28, 1856, the name of Banco de Espana was accorded to this institution, and under this name it began operations with a capital of 200,000,000 pesetas (\$38,600,000). In 1874 the exclusive privilege of issuing bank notes was accorded to the Banco de Espana, which at the present time has a paid-in capital of 150,000,000 pesetas (\$28,950,000).

A law of December 2, 1872, created in Madrid the Banco Hipotecario de Espana, and by a royal decree of August 10, 1875, this bank

was accorded the exclusive right to issue mortgage scrip (cedulas hipotecarias).

Private Banking Houses.

In addition to these two national Spanish banking institutions the following privately organized banking houses are operating in Spain:

Year.	Name.	Nominal capital.	Paid-in capital.
		<i>Pescetas.</i>	<i>Pescetas.</i>
1844.....	Banco de Barcelona.....	25,000,000	10,000,000
1857.....	Banco de Bilbao.....	30,000,000	15,000,000
	Banco de Santander.....	3,500,000	2,100,000
1863.....	Credito Navarro.....	6,000,000	2,000,000
	Sociedad de Credito Mercantil.....	25,000,000	12,800,000
1871.....	Banco de Castilla.....	6,500,000	6,600,000
	Credito Balear.....	6,500,000	2,480,000
1874.....	Banco de Reus.....	1,000,000	1,000,000
1875.....	Banco de Credito de Zaragoza.....	1,000,000	1,000,000
1876.....	Banco Hispano Colonial.....	15,342,000	15,342,000
1881.....	Banco de Tortosa.....	1,250,000	945,000
	Banco de Valls.....	10,000,000	1,250,000
	Banco de Villanueva.....	800,000	800,000
	Banco de Tarrasa.....	2,500,000	2,500,000
	Banco de Sabadell.....	10,000,000	2,500,000
	Credito y Docks de Barcelona.....	15,500,000	1,175,000
	Banco de Prestamos y Descuentos.....	40,000,000	40,000,000
1882.....	Credito Agrícola Catalana.....	1,750,000	440,000
1883.....	Banco Palanitz (Balearic Islands).....	1,000,000	440,000
1890.....	Banco de Soler.....	1,500,000	450,000
	Fomento Agrícola de Mallorca (Majors).....	5,000,000	940,000
1891.....	Banco de Comercio (Bilbao).....	5,000,000	5,000,000
1893.....	Fomento Agrícola, Industrial y Comercial.....	1,000,000	200,000
1899.....	Banco Asturiano de Industria y Comercio.....	10,000,000	4,000,000
	Banco Guipuzcoano (San Sebastian).....	5,000,000	3,000,000
	Banco de Gijon.....	10,000,000	5,000,000
	Banco de San Sebastian.....	10,000,000	1,800,000
	Banco Mercantil (Santander).....	6,000,000	4,800,000
1900.....	Banco Hispano Americano.....	100,000,000	50,000,000
	Banco de Cartagena.....	10,000,000	10,000,000
	Banco de Burgos.....	3,000,000	600,000
	Banco Castellano (Valladolid).....	6,000,000	2,000,000
	Banco de Vitoria.....	3,000,000	1,800,000
	Banco de Vigo.....	5,000,000	2,470,000
	Banco de Valencia.....	10,000,000	1,000,000
1901.....	Credito de La Union Minera.....	20,000,000	6,000,000
	Banco de Vizcaya.....	15,000,000	7,800,000
1902.....	Banco Espanol de Credito.....	20,000,000	20,000,000
1905.....	Credito Mercantil de Menorca.....	2,000,000	600,000
1906.....	Banco Aragonés de Seguros y Creditos (Saragossa).....	1,250,000	800,000
1907.....	Banco Comercial Espanol.....	5,000,000	5,000,000
1908.....	La Vasconia (Pamplona).....	5,000,000	2,500,000
1910.....	Banco Arnus (Barcelona).....	10,000,000	5,000,000
	Sociedad Arnus-Garl.....	5,000,000	5,000,000
	Asociacion de Banqueros de Barcelona.....	1,000,000	400,000
	Credito y Fomento de Ahorros.....	5,000,000	1,100,000
	Banco de Aragon (Saragossa).....	5,000,000	2,000,000
	Banco de Alhacete.....	2,000,000	2,000,000
1911.....	Banco de Tolosa.....	1,400,000	4,500,000
	Banco Herrero (Oviedo).....	15,000,000	2,250,000
	Banco de Memora.....	1,500,000	100,000
1912.....	Banco Agrario de Baleares.....	500,000	250,000
1914.....	Banco de Ampurdan.....	1,000,000	200,000
1916.....	Banco Colonial Espanol del Golfo de Guinea.....	5,000,000	.....
1917.....	Banco de Urquijo.....	50,000,000	.....
	Banco Vasco (in course of organization).....	.....	.....
	Total.....	563,792,000	278,207,000

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DETROIT OFFICES.

NEW YORK: 734 Customhouse.
 BOSTON: 1801 Customhouse.
 CHICAGO: 504 Federal Building.
 ST. LOUIS: 408 Third National Bank Building.
 NEW ORLEANS: 1070 Iberian Bank Building.
 SAN FRANCISCO: 307 Customhouse.
 SEATTLE: 848 Harry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
 CINCINNATI: Chamber of Commerce.
 CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
 LOS ANGELES: Chamber of Commerce.
 PHILADELPHIA: Chamber of Commerce.
 PORTLAND, OREG.: Chamber of Commerce.
 DAYTON: Greater Dayton Association.

SUEZ CANAL TRAFFIC FOR 1917.

[Vice Consul S. Pinkney Tuck, jr., Alexandria, Egypt, Aug. 2.]

Traffic through the Suez Canal during 1917, totaling 2,353 transits representing 8,368,918 tons, was 32.10 per cent less than in the preceding year, 58.23 per cent below the 1913 figure (the latest year during which normal conditions prevailed), and consisted of:

Class of vessel.	Number of transits.	Net tons.
Merchant vessels:		
Laden.....	522	2,042,729
In ballast.....	220	700,285
Vessels carrying mail.....	209	919,625
Government vessels.....	312	713,751
Government-chartered vessels.....	1,090	3,893,528
Total.....	2,353	8,368,918

Share of Each Country Using Waterway—Transit Time.

The proportionate tonnage and the number of transits by countries for 1917 (data for the three previous years being added for comparison) were:

Flag.	1914		1915		1916		1917	
	Vessels.	Net tons.	Vessels.	Net tons.	Vessels.	Net tons.	Vessels.	Net tons.
United States.....	3	2,562	1	3,436	16	34,732	15	27,693
Austria Hungary..	176	631,730						
Belgium.....			1	2,170	1	2,437		
China.....							1	269
Denmark.....	42	163,832	46	166,497	37	145,378	11	34,639
France.....	228	799,624	171	666,122	190	773,679	163	579,388
Germany.....	481	2,118,946						
Greece.....	49	138,042	47	95,876	33	54,640	127	357,736
Italy.....	131	369,239	124	363,438	142	438,830	231	777,549
Japan.....	64	354,367	119	565,945	27	69,856	80	154,875
Netherlands.....	347	1,389,390	334	1,334,474	167	643,208	33	125,610
Norway.....	41	96,647	48	135,544	55	166,683	20	67,552
Persia.....	3	2,491						
Portugal.....							6	27,752
Roumania.....					3	3,758		
Russia.....	71	200,423	17	59,535	9	27,414	4	600
Spain.....	2	5,050						
Sweden.....	26	71,558	25	72,700	22	65,914	8	20,664
Turkey.....	35	132,027	38	144,330	31	110,638	7	30,090
United Kingdom..	25	23,289						
Total.....	3,073	12,910,278	2,736	11,656,038	2,388	9,788,190	1,647	6,164,201
	4,802	19,409,495	3,708	15,266,155	3,110	12,325,347	2,353	8,368,918

The time required for passing through the canal has lengthened materially since 1913. The average for that year was 16 hours, 19 minutes, which rose to 19 hours, 12 minutes in 1916, and was 18 hours, 10 minutes in 1917.

Receipts—Increase in Toll Charges—Maintenance Work.

Passengers passing through the Canal during 1917 numbered 143,313, against 283,030 in 1916 and 282,235 in 1913.

Receipts for 1917 aggregated \$11,797,749 for tonnage dues and \$273,172 for passenger traffic. The increase in toll charges for 1917 compensated to a certain degree for the diminution in the number of transits. The charge of \$0.193, made in 1916, was again increased by \$0.241 per ton in 1917. The increase was put into effect in two installments, \$0.097 on January 1, and \$0.144 on July 1. This brought

the toll charge up to 8 francs 50 centimes, or \$1.64, an increase of 36 per cent over pre-war tolls.

Maintenance work, comprising dredging and bank excavation, aggregated 2,917,104 cubic yards, as compared with 3,373,052 cubic yards in 1916. Of the 1917 total, 1,184,473 cubic yards were dredged at Port Said, representing a saving in dredging in that harbor of 1,382,626 cubic yards over 1916. Dredging in the Canal, on the other hand, showed an increase of 946,689 cubic yards. The lengthening of the jetty is solely responsible for the saving in dredging at Port Said.

Improvements continued in the shape of the prolonging of the western jetty at Port Said and the usual Canal dredging. While the benefit derived from the construction of the jetty has become more and more apparent all future lengthening will be continued at a slower pace, owing to the increase in the prices of construction materials. Certain new quarries in the vicinity of the Canal are being used to advantage in this respect.

Three bridges have been built across the Canal at Kantara, thus linking Egypt and Palestine by railway and road.

ITALIAN BANKING AMALGAMATIONS.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Sept. 16.]

An agreement has been reached among the four leading Italian banks (Banca Commerciale Italiana, Credito Italiana, Banca Italiana di Sconto, and Banca di Roma), under the auspices of the Minister of the Treasury, for the formation of a "consorzio bancario," or banking amalgamation for specified objects. According to an official communication of the minister, the principal aims of the amalgamation are as follows: (1) The examination of the banking terms now existing; (2) the adoption of more favorable conditions in connection with credits and loans, whether to private firms or for the financing of national undertakings; (3) the opening up of branch offices abroad; and (4) the promoting of business undertakings in Italy whose object is to exploit foreign markets. It is understood that these banks, while guaranteed absolute independence in their operations and in their respective directorates, pledge themselves to cooperate along the foregoing lines.

"MADE IN U. S. A." MARK.

At a meeting of the executive committee of the Merchants' Association of New York, held on September 23, 1918, the following resolution was adopted:

Whereas we believe that the best interests of our country are served when all goods manufactured here can be readily identified at all times from goods manufactured elsewhere; and

Whereas we believe that the identification of the country of origin of any goods is facilitated by the use of a single designation of origin; and

Whereas we believe that the designation "Made in U. S. A.," in plain type form, is the best means of identification of goods manufactured in the United States of America: Therefore be it

Resolved, That the Merchants' Association of New York recommends that the designation "Made in U. S. A.," in plain type form, be used by all of its members on all goods manufactured by them in the United States of America, and that the use of all other markings to identify the country of origin of such goods be discontinued.

JAPANESE ABNORMAL MONEY-MARKET CONDITIONS.

[Consul General George H. Scldmore, Yokohama.]

In two recent issues the Japanese Chronicle reviewed the abnormal conditions that now prevail in the Japanese money market, on August 9 discussing the high interest rates on both loans and deposits, and on August 17 the inflation of Japanese currency. With regard to interest rates the Chronicle says:

It will have been observed that the Government has allowed comparatively handsome interest for national bonds issued in recent months, the latest issue of Exchequer bonds bearing a net interest of 6.28 per cent. This is apparently in contradiction of the fact that since April last there has been a noticeable increase in deposits at the banks; for, if money is easy, there would appear to be no need for the Government to allow handsome interest on its bond issue. The fact is, however, that the increase in deposits does not reflect the easiness of the money market, but is due to certain artificial factors. Another indication of the abnormal condition of the money market is the absence of proportion between interest on loans and on deposits; loan interest is comparatively low, and interest on deposits high. It goes without saying that if interest on loans is high, interest on deposits should be proportionately high, but such is not the case at present in this country.

Factors Responsible for Present State of Affairs.

It may be pertinent to consider what factors are responsible for this abnormal condition. It seems that there are peculiar conditions responsible as regards both loans and deposits. The Bank of Japan rate was last revised in the spring of 1917, when the money market was unusually weak. Since then the rate has been left unchanged in spite of the fact that the money market has become tighter. On the other hand there is increased competition to absorb deposits, the result being an advance in interest on deposits. As a matter of fact interest of 6.5 to 7 per cent is allowed on fixed deposits, while the discount rate for ordinary bills is 6.02 per cent. In ordinary circumstances just the reverse must be the case, the discount rate being usually higher than the interest on fixed deposits.

Apart from the natural reason that the banks wish to have large deposits, the amount of which is taken as a sort of measure of their credit, there seem to be special reasons for the keen competition for the absorption of deposits. In view of the uncertainty of the military outlook the banks feel it necessary to have on hand comparatively large reserve funds. At the same time they have a very favorable investment of idle money in advancing call money to the exchange banks, which stand in greater need of funds owing to the large number of export drafts coupled with a scarcity of import drafts. Another reason is the appearance of new banks and the establishment of new branches of existing banks. As the result of the general eagerness to absorb deposits as much as possible it is said that the bankers, or at least some of them, find themselves compelled to submit to the wishes of their customers; in other words, some bankers are virtually controlled by business men, instead of themselves exercising a controlling influence upon trade and industry by virtue of their financial power.

Official Statement Regarding Inflation.

On the subject of the inflation of the currency the Chronicle quotes an official statement of the Finance Department, which describes the measures taken by the Government toward neutralizing this inflation:

What with industrial and commercial prosperity at home and increased foreign trade, currency has been increasing since the outbreak of the war. In 1914 the average amount of currency in circulation was 522,000,000 yen (\$260,217,000), but this increased to no less than 966,000,000 yen (\$481,151,000) in the first half of this year. This inflation of currency is a natural result of the increased economic activity of the country, and any attempt to check it unduly is liable to produce unfavorable consequences. On the other hand, however, inflation of currency is calculated to cause various undesirable results. The Government has accordingly endeavored to neutralize the inflation of currency

within limits consistent with the unhampered development of foreign trade and domestic trade and industry. The principal measures taken in this direction are:

For the double purpose of meeting various financial and economic requirements and of neutralizing the inflation of currency the Government has issued national bonds since the outbreak of the war, the total issue amounting to about 430,000,000 yen (\$214,355,000). Further, with the object of supplying exchange banks with necessary working funds without causing a further inflation of currency the Government has now issued extraordinary exchequer bonds for 100,000,000 yen (\$49,850,000).

The bonds issued in this country for the purpose of giving financial assistance to the Allies amount to 573,000,000 yen (\$288,133,000), while the amount of Allied bonds bought is 140,000,000 yen (\$69,790,000).

The government has redeemed foreign loans for about 200,000,000 yen (\$99,700,000) by utilizing the increased specie holdings abroad. Investments in China amount to 159,000,000 yen (\$79,261,500), while 6,000,000 yen (\$2,991,000) has been invested elsewhere.

Government Purchases of Specie.

The government has bought specie from exchange banks as much as possible, the total purchases amounting to 1,047,000,000 yen (\$521,929,500). This is for the purpose of supplying funds to exchange banks without causing inflation of currency; for if the government does not buy the specie the Bank of Japan will have to be drawn upon, leading to the increased issue of its notes. If the government had not taken that step the exchange rate would have advanced to a greater extent than has been the case, thereby interfering with the development of foreign trade.

For the same reason as mentioned above exchange banks absorbed call money to the extent of 100,000,000 to 200,000,000 yen (\$49,850,000 to \$99,700,000).

Increased wages are also a cause of the inflation of currency, and the government has tried various means to encourage saving. As a matter of fact, deposits at the postal savings banks show an increase of about 900,000,000 yen (\$149,550,000) over the figure reached before the outbreak of the war. The government contemplates making a further issue of Hypothec debentures of small denomination at a favorable opportunity in the near future in order to absorb small amounts of surplus money.

The official statement concludes by saying that the government is fully prepared to take all measures necessary to prevent the evil results of overinflation of currency.

SOUTH AUSTRALIAN LEATHER INDUSTRY.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Aug. 3.]

At a hearing before the Interstate Commission on July 31 the president of the Tanners' Association made the statement that although his association represents about 80 per cent of the production of leather in South Australia, it does not cooperate to regulate prices and competition between the members is keen and unrestricted.

The use of machinery has not been introduced into South Australia. It has been possible to get wattle bark cheaper in South Australia than in the other States, but the chief difficulty is the shortage of hides. The prohibition of the exportation of leather is causing the president of the Tanners' Association to carry more than £20,000 worth of hides. There is a congestion of leather in South Australia, to the extent of about £75,000 worth, the great bulk of which is sole leather. The present price of 1s. 9d. is not so satisfactory as the 1914 price, but this would be acceptable if there were some way of disposing of the surplus leather now on hand. The president also said that unless some relief in the way of shipping were obtained he was seriously considering closing down his plant.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Beds.....	27520	Machinery and mechanical supplies.....	27520
Beer and stout.....	27523	Oil, tallow, and grease.....	27523
Brushes.....	27520	Paper.....	27524
Cotton and woolen goods.....	27525	Perfume and soap.....	27523
Dress goods.....	27522	Pianos.....	27523
Enamel and tin ware.....	27520, 27523	Scales.....	27520
Farming tools and machinery.....	27520	Stationers' supplies.....	27524
Food products.....	27523	Stoves and ovens.....	27520
Furs.....	27522	Tobacco.....	27523
General representation.....	27521	Turpentine, tar, and pitch.....	27523
Hardware and tools.....	27520, 27523	Upholsterers' supplies.....	27520
Hosiery.....	27523, 27525	Wearing apparel.....	27522, 27523
Hotel and restaurant supplies.....	27520	White and fancy goods.....	27523
Household articles.....	27520	White and red lead.....	27523
Iron and copper.....	27520	Wooden articles.....	27520
Laundries and washing machines.....	27520	Zinc oxide.....	27523

27520.*—A Belgian firm in France wishes to represent American manufacturers and exporters of complete sets of tools for all trades, mechanical and electrical tools, machine tools, mechanical supplies, hoisting apparatus, fittings for factories, scales, agricultural machinery and farming tools, sprayers, trelliswork and barbed wire, waterproof material, building hardware, iron and copper, contractors' equipment, articles for locksmiths' trade, furniture, copperwares, locks and bolts, upholsterers' supplies, household articles, cutlery, kitchen ware, supplies for hotels and restaurants, filters, wooden articles, tinware, brushes, washing machines, laundries, beds, cast-iron ovens, and a large assortment of kitchen stoves. The firm has large warehouses and wishes to keep a large stock of goods on hand. These goods are especially desired for the Belgian after-the-war trade. Correspondence should be in French.

27521.†—An Australian firm of importers and manufacturers' agents wishes to be placed in communication with American manufacturers desiring efficient representation throughout Australia and New Zealand. A representative of the firm will be in the United States from late September onward and will arrange interviews with interested parties. Reference.

27522.*—The manager of the mantel department of a wholesale house in Australia who is at present in the United States desires to purchase women's outside wearing apparel, furs, and material for making garments for women. He is willing to arrange interviews with interested firms.

27523.†—A firm in Dutch Guiana wishes to secure an agency for the sale of enamel ware, ready-made clothing for men, white goods, biscuits and crackers, rice, butter, lard, margarine, glass tumblers, ribbons, wines, neckwear, cottonseed and linseed oil, cod-liver oil, Portland cement, leather of all kinds for boots and shoes, tallow and grease, lubricating oil, beer and stout, perfumes and soaps, leaf tobacco, white and red lead, hardware, fancy goods, pianos, zinc oxide, turpentine, tar and pitch, hosiery, etc. These goods are desired for the markets of Surinam and British and French Guiana. References.

27524.*—A firm in Ceylon is in the market for paper, as follows: Fourteen pounds to ream (480), 1 ton; 16 pounds to ream (480), 1 ton; 18 pounds to ream (480), 1 ton; this amount to be divided in two shipments; 5 tons of foolscap; and 18 and 20 pounds to ream (480), 1 ton. The firm also wishes to receive catalogues of pencils and stationers' supplies. Payment will be made by cash against documents at local bank, but if desired part payment will be made upon shipment of goods from United States port. Quotations may be made f. o. b. American port. Reference.

27525.*—An agency is desired by a firm in Australia for the sale of cotton and woolen goods, hosiery, etc., and all goods pertaining to the soft-goods trade. References.

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No. 228 Washington, D. C., Saturday, September 28 1918

CONTENTS.

	Page.		Page.
Tampico oil exports for August.....	1185	Statistics recently compiled by the bu-	
South Australian vintage.....	1185	reau.....	1191
Development of Dutch shipping dur-		Conservation of certain war materials	1192
ing the war.....	1180	Agricultural statistics of New Bruns-	
Shortage of shipping space for New		wick.....	1103
Zealand products.....	1187	Withdrawal of United Kingdom from	
War tax on articles sold in foreign		sugar convention.....	1194
commerce.....	1188	Abundant Korean rice crop expected..	1194
Greek currant-crop forecast.....	1189	Successful use of prison labor in New	
Extension of Portuguese-American		Zealand.....	1195
trade.....	1189	Gold production in Australia.....	1195
Removal of meat restrictions in Al-		Finnish import organization for dry	
geria.....	1190	goods.....	1195
Australian Government acquires option		Facts of commercial interest about	
on iron mine.....	1190	Indo-China.....	1196
Russian foreign trade after the war..	1190	Consolidation of cement interests in	
Formosan production of ramie fiber..	1191	New Zealand.....	1199
Requisition of leaf tobacco in Algeria..	1191	Foreign trade opportunities.....	1200

TAMPICO OIL EXPORTS FOR AUGUST.

[Vice Consul Digby A. Willson, Tampico, Mexico, Sept. 10.]

Declared exports of crude oil and petroleum products from the district to the United States in August, 1918, amounted to 3,889,792 barrels. The movement from Tampico was 2,816,644 barrels; from Tuxpam, 523,640 barrels; and from the new port of Port Lobos, 549,508 barrels.

Shipments to points other than the United States during the same period were reported as 944,168 barrels. The movement from Tampico was 608,703 barrels and from Tuxpam 335,465 barrels. The gross shipments therefore reached a total of 4,833,960 barrels or a greater amount than any previous month during the year of 1918.

Tampico shipments included refined products as follows: Reduced crude, 855,000 barrels; distillate, 168,000 barrels; topped crude, 118,000 barrels; gasoline, 44 barrels; and naphtha, 45,000 barrels.

Distribution of oil shipments by destination during the period specified is as follows:

Destination.	From Tampico.	From Tuxpam.	From Port Lobos.	Destination.	From Tampico.	From Tuxpam.	From Port Lobos.
United States.....	Barrels. 2,816,644	Barrels. 523,640	Barrels. 549,508	Great Britain.....	Barrels. 137,442	Barrels.	Barrels.
Porto Rico.....	72,007	.....	.....	Costa Rica.....	24,732	.....	.....
Panama.....	102,928	.....	.....	Chile.....	121,011	58,321	.....
Cuba.....	61,971	.....	.....	Total.....	3,425,347	839,105	549,508
Mexico.....	85,619	277,144	.....			

SOUTH AUSTRALIAN VINTAGE.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Australia, Aug. 17.]

The Government statistician of South Australia reports the total quantity of wine made this season as 5,322,166 gallons, an increase of 2,371,118 gallons, or 80.35 per cent, over last season's production. The largest previous vintage was 3,974,838 gallons in 1913. The estimated value of this year's wine is \$2,510,740.

DEVELOPMENT OF DUTCH SHIPPING DURING THE WAR.

[Consul Frank W. Mahin, Amsterdam, Aug. 29.]

Notwithstanding the losses due to mines and German submarines, the Dutch merchant marine has actually increased its number of ships and greatly strengthened its financial position since the war began, according to a compilation of reports of steamship companies for the year ending December 31, 1917, which appeared in a local trade periodical. This journal gave the status of the principal companies, which operate nine-tenths or more of the Dutch shipping, at the end of 1913 and 1917 as:

Name of company.	Capital.	Obligations.	Reserves.	Ships.	
				Num-ber.	Gross tonnage.
Holland Gulf Stoomvaart Maatschappij (Rotterdam):	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>		
1913.....	1,000,000	218,000	304,688	3	5,623
1917.....	1,000,000	65,000	725,000	5	6,006
Increase or decrease.....		- 153,000	+ 420,312	+ 2	+ 383
Hollandsche Stoomboot Maatschappij (Amsterdam):					
1913.....	2,222,000	65,000	412,313	10	11,560
1917.....	4,025,000	28,000	2,751,500	8	8,132
Increase or decrease.....	+1,803,000	- 39,000	+ 2,442,187	- 2	- 3,428
Java-China-Japan Lijn (Amsterdam):					
1913.....	4,500,000	731,000	791,246	8	37,014
1917.....	6,000,000	562,000	6,497,959	10	55,048
Increase or decrease.....	+1,500,000	- 169,000	+ 5,706,713	+ 2	+18,034
Koninklijke Hollandsche Lloyd (Amsterdam):					
1913.....	10,000,000	6,500,000	177,714	13	76,961
1917.....	15,000,000	6,231,000	9,291,758	11	67,897
Increase or decrease.....	+5,000,000	- 269,000	+ 9,114,044	- 2	- 9,064
Kon. Nederl. Stoomboot Maatschappij (Amsterdam):					
1913.....	11,404,500	1,760,000	1,832,000	45	77,867
1917.....	15,050,000	3,360,000	16,337,500	46	83,229
Increase or decrease.....	+3,645,000	+1,600,000	+14,505,500	+ 1	+ 5,362
Koninklijke Paketvaart Maatschappij (Amsterdam):					
1913.....	16,000,000	7,117,000	4,681,844	78	127,497
1917.....	19,000,000	6,153,000	18,365,741	93	181,206
Increase or decrease.....	+3,000,000	- 964,000	+18,683,897	+15	+53,719
Kon. West-Indische Maildienst (Amsterdam):					
1913.....	3,500,000	1,720,000	934,827	10	26,248
1917.....	3,500,000	968,000	4,442,009	7	18,561
Increase or decrease.....		- 752,000	+ 3,507,182	- 3	- 7,687
Maatschappij "Zeevaart" (Rotterdam):					
1913.....	400,000		5,000	1	3,169
1917.....	2,000,000		2,870,279	3	10,307
Increase or decrease.....	+1,600,000	+ 275,000	+ 2,865,279	+ 2	+ 7,138
N. V. "Houtvaart" (Rotterdam):					
1913.....	217,000	273,250	130,000	3	3,805
1917.....	2,000,000	1,068,650	2,746,731	4	6,496
Increase or decrease.....	+1,783,000	+ 795,400	+ 2,616,731	+ 1	+ 2,681
Holland-America Line (Rotterdam):					
1913.....	12,000,000		5,991,322	18	160,971
1917.....	15,000,000		19,075,140	24	191,300
Increase or decrease.....	+ 3,000,000		+ 13,083,818	+ 6	+ 30,329
v. Nieuvelt, Goudriaan & Co.'s Stoomv Maatschappij (Rotterdam):					
1913.....	1,250,000	1,165,000	460,000	9	23,984
1917.....	1,250,000	885,000	8,461,042	15	47,614
Increase or decrease.....		- 280,000	+ 8,001,042	6	23,630
Stoomboot Maatschappij "Hillegersberg" (Amsterdam):					
1913.....	270,000	134,030	4,000	2	3,307
1917.....	540,000		846,500	2	4,964
Increase or decrease.....	+ 270,000	- 134,030	+ 842,500		+ 1,657
Stoomvaart Maatschappij "Nederland" (Amsterdam):					
1913.....	16,000,000	7,489,000	7,662,211	27	151,894
1917.....	19,000,000	6,586,000	26,020,081	36	221,794
Increase or decrease.....	+ 3,000,000	- 903,000	+ 18,357,870	+ 9	+ 79,899

Name of company.	Capital.	Obligations.	Reserves.	Ships.	
				Num-ber.	Gross tonnage.
St. Maatschappij "Nederlandsche Lloyd" (Rotterdam):	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>		
1913.....	1,250,000		103,947	4	9,504
1917.....	1,250,000		384,901	2	3,735
Increase or decrease.....			+ 280,954	- 2	- 5,769
Stoomvaart Maatschappij "Oostzee" (Amsterdam):					
1913.....	1,000,000	479,000	46,551	9	15,923
1917.....	2,000,000	241,000	3,616,259	8	18,018
Increase or decrease.....	+ 1,000,000	- 215,000	+ 3,569,708	- 1	+ 2,096
St. Maatschappij "Rotterdamsche Lloyd" (Rotterdam):					
1913.....	15,000,000	800,000	4,632,855	30	156,929
1917.....	15,000,000		24,611,372	29	166,886
Increase or decrease.....		- 800,000	+ 19,978,517	- 1	+ 9,966
Stoomvaart Maatschappij "Zeeland" (Vlissingen):					
1913.....	2,020,500	2,135,000	235,210	7	16,210
1917.....	2,020,500	1,630,000	1,503,267	4	8,476
Increase or decrease.....		- 505,000	+ 1,273,057	- 3	- 7,734
Total:					
1913.....	98,034,000	30,588,280	28,405,728	277	908,886
1917.....	123,635,500	28,053,650	148,555,039	307	1,089,668
Increase or decrease.....	+25,601,500	-2,532,630	+120,049,311	+30	+181,282

[At normal exchange the florin is worth \$0.402 United States currency.]

The ships lost by war causes were replaced almost entirely by Dutch shipyards, as it was practically impossible to obtain ships from foreign countries.

SHORTAGE OF SHIPPING SPACE FOR NEW ZEALAND PRODUCTS.

[Consul General Alfred A. Winslow, Auckland, July 22.]

The outlook for shipping space to get perishable products away from New Zealand is not satisfactory, and it is interfering quite materially with business in general. If these conditions continue many months longer heavy losses will be sustained on the part of the producers of fresh meat, butter, cheese, etc.

At present it is estimated that the accumulation of produce in store and awaiting shipment in New Zealand is valued at \$122,044,034, listed under the following heads:

Products.	Quantity.	Value.	Products.	Quantity.	Value.
Greasy wool.....bales..	475,760	\$55,567,644	Tallow.....casks..	45,000	\$4,379,850
Freezing companies' slupe, bales.....	83,400	12,175,983	Rabbits.....crates..	80,000	355,254
Meat.....carcasses..	5,200,000	34,162,830	Hemp.....bales..	20,000	486,650
Cheese.....crates..	335,000	11,411,943	Total.....		122,044,034
Butter.....boxes..	180,000	3,503,880			

There are also large quantities of pelts, hides, dried milk, leather, honey, gum, and general cargo awaiting shipment, the value of which is not given, but should amount to \$6,000,000 or \$8,000,000 at least.

The warehouses and freezing plants are crowded, and the dairy season begins at the end of August. Sheep shearing will begin in October and the slaughtering season about the 1st of December.

WAR TAX ON ARTICLES SOLD IN FOREIGN COMMERCE.

The tax levied by section 600 and by the analogous sections of the war-revenue act of October 3, 1917 (40 Stat., 316 et seq.) upon articles sold by a manufacturer, producer, or importer, does not apply to sales in foreign commerce by a manufacturer, producer, or importer located in one of the several States of the United States, according to an opinion rendered by Attorney General Gregory to the Secretary of the Treasury, which follows:

DEPARTMENT OF JUSTICE,
June 5, 1918.

SIR: I have the honor to acknowledge your letter of April 11 requesting my opinion as to whether the tax imposed by section 600 of the war-revenue act of October 3, 1917 (40 Stat., 303, 316), and by other sections of that act upon articles sold by a manufacturer, producer, or importer, applies to sales in foreign commerce by a manufacturer, producer, or importer located in one of the several States of the United States.

You state that while the subject matter of your inquiry is general, the following portion of section 600 is typical of the entire class of taxes to which you refer:

"That there shall be levied, assessed, collected, and paid—

"(a) Upon all automobiles, automobile trucks, automobile wagons, and motorcycles sold by the manufacturer, producer, or importer a tax equivalent to three per centum of the price for which so sold."

You further state, as to the method of business in the articles covered by section 600, that—

"Automobiles or other articles may normally be sold in foreign commerce in several ways: (1) Articles may be shipped by the manufacturer to an agent in a foreign country and after reaching there may be sold by the agent; (2) articles may be shipped by the manufacturer to a foreign purchaser to fill orders accepted by an agent in a foreign country; (3) articles may be shipped by the manufacturer to a foreign purchaser to fill orders received by the manufacturer in the United States; (4) articles may be shipped by the manufacturer to a foreign purchaser to fill orders solicited by mail and received by mail from a foreign purchaser."

You then state the precise question submitted to me, as follows:

"Whether the tax imposed by section 600 of the act of October 3, 1917, applies to the articles specified therein when sold in foreign commerce by any of the methods above outlined by a manufacturer, producer, or importer located in a State of the United States."

In my judgment it does not.

In my opinion to you of March 12 last I held that section 500 of the act of October 3, 1917, levying a tax upon the transportation of property from one point in the United States to another should not be held applicable to property in the course of transportation to foreign countries, because such a construction would cause grave doubt as to the validity of that portion of the act, in view of the constitutional prohibition against a tax upon articles exported from any State.

Since that opinion was rendered the Supreme Court, in the case of *Peck v. Lowe*, decided, May 20 last, has announced at length the principles governing this subject so as to leave nothing except their intelligent application.

In the case referred to the court, having before it the unlimited power of Congress to lay taxes on the one hand and the constitutional prohibition that no tax shall be laid on articles exported from any State on the other, stated that the amendment prohibiting a tax on articles exported—

"Excepts from the range of that power articles in course of exportation, * * * the act or occupation of exporting * * *, bills of lading for articles being exported * * *, charter parties for the carriage of cargoes from State to foreign ports * * *, and policies of marine insurance on articles being exported * * *. In short, the court has interpreted the clause as meaning that exportation must be free from taxation, and therefore as requiring 'not simply an omission of a tax upon the articles exported but also a freedom from any tax which directly burdens the exportation.'"

The court then announced as a general principle governing the validity of a tax claimed to be on articles exported that—

"The true test of its validity is whether it 'so directly and closely' bears on the 'process of exporting' as to be in substance a tax on the exportation."

Finally, in deciding that a tax on the net income of an exporter was not a tax on the articles exported by him, the court, explaining the extent to which it was prepared to go, stated that such a tax upon the net income of the individual engaged in the business of exporting was not a tax "on anything which inherently or by the usages of commerce is embraced in exportation or any of its processes."

The inference necessarily and justly is that a tax upon anything which inherently or by the usages of commerce is embraced in exportation or any of its processes is a tax upon "articles exported" within the meaning of the Constitution.

The tax levied by section 600 of the act of October 3, 1917, and by the analogous sections is clearly one on sales, and it is measured by the price for which the article is sold. If, therefore, this tax be held to apply to sales in foreign commerce, its incidence will be directly upon a process inherently embraced in exportation to as full an extent as a tax on freights, on the charter party, or on the policy of insurance.

The subject matter of your question is therefore governed by my opinion to you of March 12 last, confirmed by the principles stated by the Supreme Court in *Peck v. Lowe*.

Respectfully,

T. W. GREGORY.

TO THE SECRETARY OF THE TREASURY.

GREEK CURRANT-CROP FORECAST.

[Vice Consul C. W. Simpson, Patras, July 25.]

Reports from the field indicate that the coming currant crop will be a very satisfactory one. Despite the fact that there have been heavy storms and that a part of the crop was damaged, estimates indicate that the outturn will equal last year's yield. Owing to the large supply of sulphur and copper sulphate available, the damage done to the vines by peronospora and oidium has been extremely small.

Conservative estimates made by local interests place the total prospective crop of dried currants at 140,000 tons. It is also estimated that there are now on hand from last year old stocks amounting to some 40,000 tons, all in good condition. This gives a total of 180,000 tons available for foreign markets. Although very uncertain, it is anticipated the legal retention will be in cash, leaving the entire crop for export.

The market at first was high and unsteady, but lately it has been easy and lower. Amalias are quoted at \$55 per 1,000 pounds, Patras at \$62, and Vostizza at \$66.

EXTENSION OF PORTUGUESE-AMERICAN TRADE.

American Minister Thomas H. Birch, stationed at Lisbon, reports that many large Portuguese firms are sending representatives to the United States to arrange, in addition to present business, connections for after the war. "The Portuguese people at heart are with us," Minister Birch writes, "and if we give the commercial situation our special and careful attention, I am confident it can be developed wonderfully, and, for the future, we shall be assured of our full share of trade."

REMOVAL OF MEAT RESTRICTIONS IN ALGERIA.

[Consul Arthur C. Frost, Algiers, Aug. 14.]

In conformity with the French decree which removed the restrictions on the sale and consumption of meat in France, the governor general of Algeria, by a decree dated July 30, 1918, removed the similar restrictions in Algeria prohibiting the sale of meat on Wednesdays, Thursdays, and Fridays of each week, with the exception of those on beef and veal, the sale of which is still forbidden on the three days mentioned.

By a previous decree of the governor general, dated June 22, 1918, the sale of mutton had been authorized on the meatless days. This action was taken because of the surplus of sheep ready for shipment to France, which could not be exported for lack of tonnage. Up to July 25, 1918, Algeria had exported only about one-half the number of sheep which had been shipped to France last year during the same period, and there was an excess of sheep on the market which sold at a price notably inferior to that of beef cattle.

On the other hand, there have been reestablished the restrictions on the sale and consumption of certain food products (hard cheese, soft cheese, curdled or sour milk, and condensed milk), which had been put in force by decrees of March 15 and April 16, 1918, and which had been temporarily suspended during the continuance of the meatless days.

AUSTRALIAN GOVERNMENT ACQUIRES OPTION ON IRON MINE.

[Howard A. Treat, secretary to commercial attaché, Melbourne.]

The Australian Government has decided to acquire for £3,000 (\$14,600) an option for 12 months on the properties and rights of the Blythe River Iron Mines (Ltd.), Tasmania. The Government geologist of Tasmania stated in 1903 that the Blythe River ore was of a very desirable purity and was sufficient to supply the requirements of the iron manufacturers for many years. It was estimated that from the water level upward the deposit contained 17,000,000 to 23,000,000 tons of marketable ore. Further testimonies to the high quality of the ore have also been made from time to time, it having been stated to be, according to the analysis of the Tasmanian Government analyst in 1904, one of the finest and purest in the world.

RUSSIAN FOREIGN TRADE AFTER THE WAR.

[Abstract of article in Petrograd Trade and Commerce Gazette, June 8; transmitted by Commercial Agent Norman L. Anderson, Stockholm, Sweden.]

Conditions after the war will be very different from those that existed before, and it will be necessary to change from the former private organization of foreign trade to one controlled by the Government. Whereas formerly the exports were made up mainly of agricultural and raw materials, it should be the object of the future economic program to develop an export business in manufactured articles, thereby raising the value of the same quantity exported. The author points out that a great field for this change is in the exportation of meat and dairy products in preference to grains, which are used abroad partly for raising meat animals.

FORMOSAN PRODUCTION OF RAMIE FIBER.

[Consul Max D. Kirjassoff, Taihoku, Aug. 12.]

The manager of one of the exporting firms in Taihoku places Taiwan's annual production of ramie at 2,500,000 kin (3,306,925 pounds). In 1917, 267,000 kin (353,180 pounds) were exported to Japan and about 2,000,000 kin (2,645,540 pounds) to China and Hongkong. Ramie is grown pretty generally throughout the whole island, but the varieties produced in the Giran and Shinchiku districts are considered the best, and of these the so-called Giran variety is the better in quality. There are two harvests of the fiber a year, the first curing occurring in May and the second in August.

From 20,000 to 30,000 kin (roughly, 26,450 to 39,700 pounds) can be purchased at short notice, and now that the new crop is harvested, offers of quantities up to 60,000 kin (7,450 pounds) may be obtained. The present price, f. o. b. Keelung, of Giran quality is 34.50 yen per 100 kin, or, at the prevailing rate of exchange, about \$13.56 per 100 pounds; while Shinchiku "A" quality may be purchased at 31 yen per 100 kin (about \$12.19 per 100 pounds).

The producers of ramie do not export direct, but the fiber may be obtained through two Taihoku firms whose addresses are on file in the Bureau of Foreign and Domestic Commerce and its district and co-operative offices. [These addresses may be had upon application; refer to file No. 106044.]

REQUISITION OF LEAF TOBACCO IN ALGERIA.

[Consul Arthur C. Frost, Algiers, Aug. 15.]

In order to insure a supply of smoking tobacco for the French and Allied armies the Quartermaster General of the military forces in Algeria is about to proceed to the requisition of a portion of the 1918 crop of leaf tobacco. All planters of smoking tobacco will be required to deliver to the authorities 60 per cent of their harvests.

By a decree dated July 22, 1918, the Governor General has fixed the price of requisition at 40 francs per 100 kilos (\$3.50 per 100 pounds at normal exchange) above the rates adopted for the crop of 1917. The range of prices for this year's crop is 100, 120, 140, 160, and 190 francs per 100 kilos (equivalent, respectively, to \$8.75, \$10.50, \$12.26, \$14.01, and \$16.63 per 100 pounds at normal exchange), according to kind and quality. A premium of 20 francs per 100 kilos (\$1.75 per 100 pounds) will be added to the price of the three highest grades (the 140, 160, and 190 franc grades) for choice lots.

STATISTICS RECENTLY COMPILED BY THE BUREAU.

The subjects covered in recent statistics compiled by the Research Division of the Bureau of Foreign and Domestic Commerce are as follows: Exports of cork (rough, rasped, or in planks) from France for the years 1913 and 1914; exports of cork (origin, wastes of, rough, in regular planks, in balls, and manufactures of) from Algeria during 1913, 1914, and 1915; exports of woolen and worsted carpets and carpet rugs, of domestic manufacture, from the United Kingdom in 1913; and imports of rosin into Chile during 1914 and 1915.

CONSERVATION OF CERTAIN WAR MATERIALS.

B. M. Baruch, chairman of the War Industries Board, authorizes the following:

The steady development of plans of the War Industries Board for the conservation of material, labor, fuel, transportation, and other essential elements to the end that the maximum resources and energy of this country shall be put forth in the winning of the war has resulted in the curtailment of several industries.

The greatest drive by the War Industries Board is in the conservation of iron and steel, of which the shortage is heavy now and growing heavier. In connection with the plans of conservation through curtailment of supply to industries not manufacturing for the war purposes, B. M. Baruch, chairman of the War Industries Board; J. Leonard Replogle, steel administrator; and other officials of the board have presented to representatives of the steel and iron industry plans for stimulating production that will assist in reducing the shortage and meeting the war demands. But there is to be a continuance of conservation measures, and curtailment of industries will continue and be extended so long as shortage in essential war material exists.

List of Curtailments so Far Made.

The Priorities Division of the War Industries Board has compiled this list of industry curtailments so far made:

Passenger automobiles.—For the last six months of 1918, curtailed to 25 per cent of 1917 production, provided the manufacturer will limit his purchases of materials, equipment, and supplies to such as are absolutely necessary to match up stocks on hand.

Pianos, piano players, and parts.—For the last four months of 1918 curtailed to one-third the production of the last four months of 1917.

Cutlery.—For the last four months of 1918 curtailed to 70 per cent of the production of the last four months of 1917, which 70 per cent shall include Government orders.

Stoves.—For the last four months of 1918 curtailed to 50 per cent of the production of the last four months of 1917, which 50 per cent shall include Government orders.

Black galvanized and enameled ware.—For the last four months of 1918 curtailed to 50 per cent of the production of the last four months of 1917, which 50 per cent shall include Government orders.

Burial goods.—Curtailed to 2,200 tons of the iron and steel for the 12 months' schedule.

Clothes wringers.—For the last four months of 1918 curtailed to two-thirds of the production of the last four months of 1917.

Corsets.—For the last four months of 1918 curtailed to 40 per cent of the production of the last four months of 1917.

Metal beds.—For the last four months of 1918 curtailed to 50 per cent of the production of the last four months of 1917, which 50 per cent shall include Government and allies' orders, and that no brass beds be built except from stock now on hand and no brass or brass scrap be purchased.

Boilers and radiators.—For the last four months of 1918 curtailed to 40 per cent of the production of the last four months of 1917 and all production and sale shall be under license from the War Industries Board or for Government buildings.

Breweries.—All brewery products cease on and after December 1, 1918.

Baby buggies.—For the last four months of 1918 curtailed 50 per cent of the production of the last four months of 1917, and that they be given a Class "C" rating for enough metal to match up stocks now on hand, provided discard steel only shall be used.

Composite roofing.—Manufacturers restricted to production and sale to buildings built by the Government and the allies or under license from the War Industries Board.

Sporting goods.—For the last four months of 1918 curtailed as compared with production for the last four months of 1917, as follows: Tennis balls, 40 per cent; footballs and equipment, 60 per cent; baseballs, bats, and equipment, 60 per cent; golf balls and golf clubs, 40 per cent; no athletic clothing manufactured after the stocks on hand have been used up.

Gas stoves and gas appliances.—For the last four months of 1918 curtailed to 50 per cent of the production for the last four months of 1917, all copper eliminated except that on hand, which should be conserved for repairs to existing installation.

Automobile pneumatic tires.—War Industries Board will deal with rubber industry as a controlled industry. Using as a basis the production for the 18 months ending June 30, 1918, the maximum production of each manufacturer for the last 4 months of 1918 is fixed at 50 per cent of the average 4 months' period production during the 18 months' period.

Tin plate.—For the last three months of 1918 curtailed the use of steel 30 per cent from consumption of the last three months of 1917, an estimated saving of approximately 150,000 tons of steel.

Soft drinks and mineral waters.—Effective November 1, the production of nonalcoholic beverages (other than near beers which have been prohibited after December 1) including the manufacture of fruit juices, water, concentrated extracts, sirups, and carbonic acid gas, curtailed on the basis of 50 per cent per annum based on the production for the calendar year of 1917; that is, no months' production shall exceed 50 per cent of the production of the corresponding month of the previous year. Grape juice, cider, and loganberry juice products of this year's harvest may be produced, but the restriction must apply to the year 1919.

Talking machines.—For the last four months of 1918 curtailed 40 per cent of the production for the last four months of 1917 in units and on a tonnage basis with recommendation the industry secure war work before January 1, 1918.

Agricultural implements and farm tractors.—Effective October 1 on a twelve months' schedule curtailed in use of iron and steel 25 per cent from consumption for calendar year ending September 30, 1918.

Bicycles.—For the last four months of 1918 curtailed 25 per cent in iron and steel of the consumption for the last four months of 1917, with elimination of bicycles for children and for racing purposes.

Refrigerators.—For the last four months of 1918 curtailed 33½ per cent in iron and steel of the consumption for the last four months of 1917, with order for substitution of zinc plate where possible.

AGRICULTURAL STATISTICS OF NEW BRUNSWICK.

[Consul Henry S. Culver, St. John, New Brunswick, Canada, Sept. 19.]

The agricultural statistics of New Brunswick for the present year, as lately compiled by means of a card system addressed to farmers through the school children of the Province, show the following in acres planted: Spring wheat, 49,453; oats, 224,442; barley, 6,601; rye, 308; peas, 4,077; beans, 5,491; buckwheat, 72,483; potatoes, 57,272; turnips, 15,015; and hay, 740,637.

Returns of live stock and poultry gave the number of horses in the Province as 66,590; of cattle, 256,747; sheep, 140,014; swine, 78,814; and hens, 621,841.

The farm yields will be furnished later through a similar system.

Negotiations have been completed, reports Howard A. Treat, secretary to the commercial attaché at Melbourne, for the sale of 2,000,000 bushels of Australian wheat to New Zealand at a price of 5s. 7½d. (\$1.37) a bushel.

WITHDRAWAL OF UNITED KINGDOM FROM SUGAR CONVENTION.

The British Board of Trade Journal of September 5, 1918, contains the following notice regarding the complete withdrawal of the British Government from all obligations under the International Sugar Convention signed at Brussels on March 5, 1902:

In 1912 His Majesty's Government gave notice of their withdrawal from the International Sugar Convention as from the 1st September, 1913; and replaced their obligations under that instrument by an undertaking that they would give six months' notice before departing from the fundamental principles of the convention "by granting either bounties on the exportation of sugar or a preference to colonial sugar, or, again, by subjecting to a different rate beet and cane sugar."

His Majesty's Government have now approved the principle of giving preference to Empire sugar, although in so doing they will have careful regard to the interests of their allies and particularly to the necessity of aiding those who have suffered special economic injury from the ravages of war.

They have decided, therefore, to liberate themselves absolutely from all engagements toward the signatory powers of the International Sugar Convention. His Majesty's minister at Havre has accordingly been instructed to approach the Belgian Government and request them to inform the powers concerned that His Majesty's Government have decided to resume complete liberty of action in regard to all sugar questions, and that they now give the requisite six months' notice to that effect, in accordance with their undertaking when they withdrew from the convention.

ABUNDANT KOREAN RICE CROP EXPECTED.

[Consul Raymond S. Curtice, Seoul, Aug. 12.]

The semiofficial Seoul Press of August 11 published the latest Government forecast of the rice crop in Chosen for the present year. This forecast, it will be noted, is as of July 10, and indicates an increase in the crop of some 3,000,000 to 3,500,000 bushels:

The governor general reports that the total area of paddy fields devoted to the cultivation of rice throughout Chosen was, on July 10, 1,188,215 cho [3,911,958 acres], showing an increase of 35,000 cho [85,775 acres], as compared with the figures for last year. It is thought that in addition to this, 15,000 cho [36,760 acres] were afterwards used for similar purposes, bringing the total increase in area under rice for this year over last year up to 50,000 cho [122,535 acres]. This will increase the yield of rice by 600,000 to 700,000 koku [3,070,800 to 3,582,600 bushels]. Moreover, the transplantation of rice seedlings this year from nurseries to paddy fields was mostly completed before July 10, and it is thought that, should the present favorable weather continue, a very abundant yield will be obtained.

In view of the foregoing estimate the recent abnormal increase in the price of rice in Chosen is of special interest, although this increase has not as yet reached the proportions attained during the past few days in Japan proper.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 784 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

SUCCESSFUL USE OF PRISON LABOR IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland.]

According to a statement just given out by the Minister of Justice of New Zealand, it is customary to give every able-bodied prisoner serving time in prisons in this Dominion work at useful employment, and during the past year the prisoners of this country earned \$209,260, compared with \$394,187 as the total cost of the prisons department of the Dominion.

The prison occupations now include the making of bricks and concrete tiles, bootmaking, farming, dairying, tree planting, stone dressing, and road making, and the wages fixed at \$1.21 a day per man when this work is done for public bodies.

The Government has a prison farm of 1,200 acres that was bought in the rough state at £1 (\$4.87) per acre, and has been improved by this prison labor until now it is estimated to be worth about \$82 per acre, and the Minister of Justice recommended that another similar tract be selected for improvement by the prison labor of the country. Near Christchurch prisoners are erecting new concrete prison buildings.

This reformatory system seems to be working very satisfactorily in New Zealand, since the health of the prisoners is better and their behavior greatly improved.

GOLD PRODUCTION IN AUSTRALIA.

[Howard A. Treat, secretary to commercial attaché, Melbourne.]

The production of gold by States in Australia for the first seven months in each of the years 1917 and 1918, is as follows, in fine ounces:

States.	Jan.- July, 1917.	Jan.- July, 1918.	States.	Jan.- July, 1917.	Jan.- July, 1918.
	<i>Ounces.</i>	<i>Ounces.</i>		<i>Ounces.</i>	<i>Ounces.</i>
Western Australia.....	572,026	517,576	Tasmania.....	7,800	7,954
Victoria.....	115,905	89,916	South Australia.....	3,180	4,460
New South Wales.....	50,274	50,798			
Queensland.....	103,889	79,846	Total.....	853,074	750,550

* Estimated.

FINNISH IMPORT ORGANIZATION FOR DRY GOODS.

[From Stockholm Svensk Handelstidning, Aug. 16; transmitted by Commercial Agent Norman L. Anderson, Stockholm, Sweden, Sept. 5.]

A Finnish import organization for dry goods has lately been formed in Helsingfors. This new organization, in which are interested the country's principal enterprises in this line, was started in the form of a corporation with a capital stock of 5,000,000 marks (1 Finnish mark=\$0.193 at the normal exchange rate), divided into 500 shares of 10,000 marks each. Its name is O. Y. Manufaktur Aktiebolag. The object of the corporation is to do a domestic and foreign business in dry goods, and to organize and promote their importation and distribution.

FACTS OF COMMERCIAL INTEREST ABOUT INDO-CHINA.

[Consul Horace Remillard, Saigon, French Indo-China.]

Indo-China is a peninsula in southeastern Asia bordering on China, Burma, and Siam. It comprises Cochin China, Tonkin, Anam, Laos, Cambodia, and the territory of Kwangchow and has an area of approximately 270,000 square miles. The population of more than 16,000,000 is divided as follows: Tonkin, 6,000,000; Anam, 5,000,000; Cochin China, 3,000,000; Cambodia, 1,600,000; and Laos, 630,000. The Anamite race, by far the most numerous, numbers 12,600,000, and the number of foreigners (white race) is estimated at about 14,000, more than 4,000 of whom (exclusive of military) are in Saigon.

Cochin China and Cambodia, in the south, have a tropical climate, the temperature being high with little variation the year round. The rains fall from May to October, when the atmospheric pressure is very low, and from October to May is the dry season. In Tonkin and northern Anam the weather is subject to greater extremes, the seasons are not so clearly demarked, and in winter the thermometer falls low enough to permit the occasional use of blankets. Typhoons sometimes cause serious damage in Indo-China.

Location of Principal Cities.

Saigon is the only seaport of Cochin China, and does, normally, 70 per cent of the trade of Indo-China. The commerce of Cochin China, southern Anam, Cambodia, and a part of Laos passes through Saigon, owing to its steamer connections with foreign countries, thus making a population of nearly 7,000,000 commercially tributary to it. The harbor has docking facilities for 37 large steamers at one time.

Cholon is $3\frac{1}{2}$ miles from Saigon, has a population of about 200,000, of whom 65,000 are Chinese, and is the center of the rice industry.

Haifong is the seaport of Tonkin and taps the rich Red River Basin. Commercially dependent on it are Tonkin, northern Anam, northern Laos, and certain portions of Yunnan (China). This city has a wharfage of 1,800 feet with accommodations for four large steamers.

Pnum-Penh, in Cambodia, is located on the four arms formed by the confluence of the Mekong and Tonle-sap Rivers. It is connected with Saigon by river steamer, and thus Cambodian rice, cattle, and cotton find an outlet through Saigon.

Tourane, the seaport of Anam, does only 3 per cent of the foreign trade of Indo-China, and principally exports the products of Anam to Saigon and Haifong for transshipment.

Ha-noi is an industrial center and the seat of the French Government in Indo-China. It is more than 80 miles from the sea, and its imports and exports are shipped through the port of Haifong.

Chief Articles of Production and Export.

Indo-China produces a wide variety of products, chief among which are rice, maize, rubber, pepper, cinnamon, copra, cotton (Cambodia), sugar, coffee, tea, silk, tobacco, stick and gum lacquer, aniseed extract, castor oil, kapok, and fruits. The fishing grounds off Anam, Tonkin, and Cochin China are all good; the country abounds in game, both big and small; and cattle and carabao are raised in Cambodia. Tonkin, the main industrial center, has a wide variety of mineral products also, the principal ones being coal (at

Hon-gay), zinc, lead, wolfram, and tin. Here, too, the manufacture of cement, alcohol, matches, beer, soap, etc., is carried on.

More rice is exported than all other products combined. Among other exports are fish, hides and skins, pepper, maize, copra, hogs, rubber, cotton, coal, cattle, teak, matting, tortoise shell, zinc, cement and cement stone, lacquer oil, silk and silk goods, coffee, tin, and wolfram.

Effects of European War on Import Trade.

The European war has practically cut Saigon off from the mother country, and sailings from this port are rare and irregular at the present time. This scarcity of tonnage has had a threefold result: (1) Freights have been abnormally high; (2) the cost of all imported merchandise has greatly increased owing to the difficulty of getting it; and (3) Indo-China, cut off from the usual source of supply, has begun to look elsewhere to satisfy its wants, principally to the United States and Japan.

Imports into this country consist principally of cotton goods, silk goods, jute gunny bags, opium, gold leaf, paper and paper goods, porcelain and pottery, petroleum and its products, hardware, tobacco, cigars, and cigarettes, areca nuts, wines and liquors, vegetables (fresh, dried, and salted), tea, flour, table fruit (fresh, dried, and preserved), iron and steel, soap, glassware, machinery, chemical products, prepared medicines, rubber goods, hemp, condensed milk, automobiles, fish and sea products, joss sticks, leather and leather goods, silk thread, and sugar candy and sirup.

Indo-China has a complicated tariff with minimum, maximum, and special rates of taxation. Charges are usually specific on 100 kilos. Although the United States enjoys the minimum tariff on certain products, it is usually a theoretical advantage, as the goods have to be shipped directly to Saigon or via a French port to obtain this advantage. Certain American articles have a special rate, which is generally between the maximum and minimum tariffs.

Methods of Doing Business.

Prior to the European War, the principal German and French houses gave long credits, 30, 60, or 90 days. This is impossible now, and purchases made abroad are made cash against documents. Quotations are usually desired c. i. f. Saigon. As it is not easy for the American exporter to realize these terms, on account of lack of direct steamer connection between American ports and Indo-China, local merchants usually accept terms c. i. f. Manila, Hongkong, or Singapore, all of which ports have intermittent sailings for Saigon. While some purchases urgently needed are known to have been made f. o. b. American ports, the Saigon business man is usually unwilling to assume all the risk.

Imports into Indo-China fall under three categories: (a) Merchandise received directly from abroad and paid for outright; (b) goods, sold through local agents, received direct from foreign countries; and (c) articles bought from actual representatives or agents of foreign concerns established in the large far eastern commercial centers, such as Hongkong and Manila.

In view of the present war conditions, with the resulting scarcity of supplies and high prices, the last method would appear to be the

one to employ, as important agencies or branch offices can be well stocked, can make more acceptable quotations to Indo-Chinese houses (c. i. f.), and are usually in a position to canvass the field through traveling salesmen. During the past year American salesmen have placed substantial orders, due largely to the fact that they were in personal touch with buyers and were in a position to submit samples. The second method will be a good one to employ when prices are normal and freights are lower. At present with high local prices and restricted competition, the high cost of foreign merchandise is inconsequential and anything is salable.

The method used in placing commodities before the public is the comprador system, like that used in China. Firms often have as many as three compradors—an Anamite, a Chinese, and a Hindoo, all of whom are in close touch with their own elements and understand the best way of reaching them. In this way distribution is possible to small native stores in the interior.

Billposters Are Best Advertising Mediums.

Advertising is usually done by means of posters. A leading Saigon bill-posting company [whose address may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices by referring to file No. 105851] charges from \$12 to \$17 United States currency per month for yearly contracts, for permanent billboard notices painted on wood, canvas, etc., ranging in size from 5 to 40 meters (16.4 to 131.2 feet) square. For provincial advertising, paper posters are pasted on wooden billboards at prices ranging from \$3.90 to \$19.50 United States currency per hundred. These posters vary in size, from 0.30 by 0.41 meter (roughly, 1 by 1.3 feet) to 2.20 by 1.40 meters (7.2 by 4.6 feet). The above quotations are subject to as high as 40 per cent discount, depending on the size of the contract. In this connection it should be noted that the Anamite, as well as the Chinese, is susceptible to chops or trade-marks and always looks for his particular brand. Consequently, highly colored picture advertising which strikes the eye, printed in French and Anamite, is generally effective.

Newspapers are not extensively used as publicity mediums in commercial matters, as they do not reach the largest class of buyers—the Anamites, who are illiterate except for a small upper class. The advertising in French newspapers is for goods designed for the foreign element, viz, whiskys, foreign medicines, automobiles, foreign banks, etc. Saigon has three dailies—*L'Opinion*, *Le Courrier Saigonnais*, and *L'Impartial*. The first has a circulation of about 2,000, the others a little less. A well-known French daily in Ha-noi is *L'Avenir du Tonkin*.

Variety of American Products on This Market.

American trade has found its way into the Indo-Chinese market, a fact not much evidenced from the returns of the Indo-Chinese Maritime Customs because imports are usually listed from the last port of shipment. Consequently, Hongkong and Singapore are credited with a portion of American merchandise not rightly theirs.

An inquiry was addressed by this office to various commercial houses requesting information as to what business was done with the United States in 1916. The replies received showed that products

of American origin imported into this country included flour, tinned fruits and vegetables, raisins, cheese, leather, leather straps, roofing materials, cement, manufacturing materials, calamine, sulphate of zinc, metallurgical products, parts of machines, tools, paper-making machinery, electric light incandescent bulbs, hardware, tin, stationery, fountain pens, old newspapers, automobiles, iron sheets, wire, galvanized sheets, steel bars, wire nails, angles, and zinc sheets.

Suggestions to American Firms.

American firms, to be successful, will find it helpful to comply with the following suggestions:

(1) Correspondence, as well as descriptive literature, should be in French, as the small dealers in particular know no other language. Moreover, the use of the local merchant's own language produces a most favorable impression on him. For example, a certain commercial magazine in French is in constant demand in the commercial reading room of this consulate because it is easily read, while other periodicals, perhaps equally interesting but published in English, are overlooked.

(2) Samples and prices should be sent in the first instance in writing to local firms. The distance is too great and letters take too long for the Saigon merchant to write and inquire for details. If this suggestion is complied with it is possible to place an immediate order by cable.

(3) Terms should be c. i. f. Hongkong, Manila, or Saigon, even though additional charge is necessary to cover possible increase of freight and rise in prices. There is little competition at present and the consumer here will pay.

(4) Great care should be given to packing, as American goods often arrive in deteriorated condition. This is especially advisable in view of the necessity for transshipment.

Prospects are excellent for a good post-war market if the American producer and manufacturer will not neglect this market during the war, but comply with the desires of local dealers.

CONSOLIDATION OF CEMENT INTERESTS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland.]

Three important cement companies in this part of New Zealand have consolidated with a capital stock of \$2,919,900, and from now it is proposed to operate but one of the plants, until the demand for cement increases very materially.

These are very up-to-date plants, and in the main are equipped with American cement machinery and are capable of supplying three or four times the present consumption of cement in this part of the Dominion; but it is expected that following the close of the war a very much greater demand will be found for cement, since building will increase materially, and there is much talk of building concrete highways at that time.

Following the consolidation of these companies the price of cement advanced from \$21.66 to \$23.36 per ton of 2,240 pounds.

The new company is to be known as Wilsons (N. Z.) Portland Cement Co., with headquarters in Auckland.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its district and cooperative offices. Request for each opportunity should be on a separate sheet and state opportunity number. The Bureau does not furnish credit ratings or assume responsibility as to the standing of foreign inquirers; the usual precautions should be taken in all cases. Symbols: * Reported by American consular officers; † Reported by commercial attachés and commercial agents; ‡ Direct inquiries received by the Bureau.

In considering the following "opportunities" special regard should be had to the laws and regulations governing export licenses and trading with the enemy.

Automobiles and accessories.....	27527, 27530	Iron and steel products.....	27534
Bicycle and motorcycle accessories.....	27527	Leather.....	27531
Boots and shoes.....	27526, 27531	Machinery.....	27526, 27534
Candy.....	27532	Marine engine.....	27528
Chemicals.....	27534	Piece goods.....	27533, 27534
Copper and brass goods.....	27534	Plumbers' supplies.....	27526
Dry goods and notions.....	27529, 27530	Ribbons and laces.....	27533
Dyestuffs.....	27526	Soda.....	27534
Electrical appliances.....	27526	Stationery.....	27534
Fancy goods.....	27534	Textiles.....	27529, 27530
Food products.....	27532	Tractors.....	27526
Hardware.....	27526, 27530, 27534	Wall board.....	27526
Hats.....	27533	Watches.....	27534
Hosiery and underwear.....	27529, 27533, 27534	Wearing apparel.....	27533

27526.†—A member of a company in New Zealand who is in the United States for a short time desires to secure an agency for the sale of plumbers' supplies, electrical household appliances, builders and cabinet hardware, farm tractors, dyestuffs, boots and shoes, woodworking machinery, and wall board. References.

27527.*—A firm in Italy is in the market for bicycle accessories and automobile and motorcycle accessories. Correspondence may be in English. Reference. Catalogues and prices should be submitted.

27528.*—A man in Brazil desires to purchase one turbine type engine and high-pressure boiler, from 40 to 80 horsepower, for a launch 50 feet by 9½ feet. The dimensions and space to be occupied by the engine are on account of the construction of the boat, to be as compact as possible, but at the same time should not interfere with the efficiency of the engines. Payment will be made by cash against documents. Correspondence should be in Portuguese or Spanish. References.

27529.*—An agency is desired by a man in Algeria for the sale of tissues of all kinds, cotton goods, silk goods, hosiery, and underwear. Correspondence should be in French. Reference.

27530.†—A man from Brazil who is at present in the United States desires to secure an agency on a commission basis for the sale of hardware, notions, dry goods, textiles, and automobiles and accessories. Correspondence should be in Portuguese if possible. References.

27531.*—An agency is desired by a man in Italy for the sale of leather and footwear of all kinds. Correspondence should be in Italian or French.

27532.*—A business man in Algeria wishes to secure an agency for the sale of canned goods, such as fruits and vegetables, dried vegetables, and preserves of all kinds; also salted meats, hams, sausages, candy, and sweet and salted biscuits. Correspondence should be in French. References.

27533.*—A firm in Australia desires to secure an agency for the sale of piece goods, silk or cotton hosiery, hats, ribbons, laces, general wearing apparel, etc.

27534.*—A firm of general merchants and commission agents in India wishes to represent American manufacturers and exporters of steel bars, rods, sheets, angle iron, galvanized sheets, piping, buckets, nails, wire, soap, chemicals, soda, stationery, machinery, locks, piece goods, yarns, fancy goods, watches, hosiery, copper, and brass goods, etc. Payment will be made by drafts at 30 or 60 days sight, documents against full payment. References.

The More Bonds the Fewer Casualties.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year



No. 229 Washington, D. C., Monday, September 30 1918

CONTENTS.

	Page.		Page.
Applications for exporting coin, bullion, etc.....	1201	Manufacturing progress and plans in South Africa.....	1209
Division of France into economic regions.....	1201	Spanish sugar production and consumption.....	1211
Employees of export firms and the draft.....	1203	Chemical exposition reveals American progress.....	1212
Australian wool-appraisement results.....	1204	German commercial interests in Baltic provinces.....	1213
Offices of the Bureau of Foreign and Domestic Commerce.....	1205	Use of waxed wrapping paper in Malaga.....	1214
Bahia cocoa crop.....	1206	Timber resources of South Africa.....	1215
Mail service resumed to certain places in Alsace.....	1206	Swedish commercial interest in Russia.....	1216
The 1917-18 Valencia orange crop.....	1207		

APPLICATIONS FOR EXPORTING COIN, BULLION, ETC.

The War Trade Board announces in a new ruling (W. T. B. R. 243) that applications for licenses to export coin, bullion, currency, or evidence of indebtedness should be made to any Federal Reserve Bank and not to the War Trade Board. The export control of coin, bullion, currency, or evidence of indebtedness is within the jurisdiction of the Treasury Department and not within that of the War Trade Board.

DIVISION OF FRANCE INTO ECONOMIC REGIONS.

[Commercial Attaché Pierce C. Williams, Paris, Aug. 21.]

The division of France into economic regions, in order to insure the most effective cooperation of French chambers of commerce in the solution of after-the-war economic problems, is the task upon which the French Ministry of Commerce is at present busily engaged.

These economic problems will be numerous and complex. Among the most pressing will be the industrial reconstruction of the invaded regions, the coordination of existing railway lines, the maximum utilization of hydroelectric power (*houille blanche*), the improvement of French sea ports, and the development of the interior waterways of the country. To solve these questions the cooperation of the chambers of commerce will be essential. In many cases this cooperation will extend to financial participation in the cost of the improvements by the chambers of commerce in a given section of the country.

To illustrate, if it be decided to construct the much discussed Nord-Est Canal, which would connect the Port of Dunkirk with the industrial center of Nancy, the chambers of commerce, in certain cities of the departments of Nord, Pas-de-Calais, Aisne, Ardennes, and Meurthe-et-Moselle would have to assume part of the expense. On the other hand, certain cities in those departments would have no concern in such a canal and would not contribute to the expense.

Departmental Frontiers not Correct Economic Barriers.

The Ministry of Commerce believes that in this and many similar problems the necessary cooperation can not be realized on the basis

of the existing departmental frontiers. To eliminate this barrier to successful cooperation among the chambers of commerce of certain regions, the Ministry of Commerce proposes to divide all of France into sixteen economic regions, without regard to departmental limits where they do not conform to economic zones of influence. For example, the influence of the city of Lyon extends over all of the departments of Ain, Rhone, Loire, Ardeche, and Drome, but over only a part of the departments of Saone-et-Loire, Haute-Loire, and Isere. The economic region of which Lyon is the unchallenged capital must be defined by other than departmental frontiers. Similar adjudications are called for in the case of other important urban centers.

However, the Ministry of Commerce believes that the sixteen regions which have been submitted to the chambers of commerce for their approval represent the most logical division of the country from the economic standpoint and that these divisions will constitute a framework within which the changes which the war has imposed upon France can be most effectively planned and carried into execution.

The Ministry of Commerce calls attention to the fact that the proposed division is purely a project. As such it is now being submitted to the chambers of commerce. Their responses, which have almost unanimously accepted the principle of the division, are also in many cases favorable to the division as proposed. Modifications of detail demanded or suggested by certain of the chambers of commerce are now being studied by the Ministry. Final decision will be taken, after the Minister of Commerce has consulted personally with the presidents of the chambers of commerce interested.

Extent of Regions as now Proposed.

The sixteen proposed divisions embrace:

Region.	Departments included.	Chambers of Commerce appertaining to region.
1. Lille.....	Nord..... Pas-de-Calais..... Somme..... Aisne..... Seine-Inférieure.....	Dunkirk, Armentieres, Tourcoing, Roubaix, Lille, Douai, Valenciennes, Cambrai, Avesnes. Boulogne, Calais, St. Omer, Bethune, Arras. Abbeville, Amiens, Peronne. St. Quentin. Bolbec, Dieppe, Elbeuf, Fecamp, Havre, Rouen, Le Treport.
2. Rouen.....	Eure..... Calvados..... Manche..... Orne..... Finistere..... Cotes-du-Nord..... Morbihan..... Ile-et-Vilaine..... Mayenne..... Sarthe..... Loire-Inférieure..... Maine-et-Loire..... Indre-et-Loire..... Vendee..... Deux-Sevres..... Vienne..... Charente-Inférieure..... Charente..... Haute-Vienne..... Creuse..... Correze..... Gironde..... Landes..... Basses-Pyrenees..... Dordogne..... Lot-et-Garonne.....	Evreux, Pont-Audener. Caen, Honfleur. Cherbourg, Granville. Alencon, Flers. Brest, Morlaix, Quimper. St. Briec. Lorient. Fougeres, Rennes, St. Malo. Laval. Le Mans. Nantes, St. Nazaire. Angers, Cholet, Saumur. Tours. La Roche-sur-Yon. Nior. Poitiers. La Rochelle, Rochefort. Angouleme, Cognac. Limoges. Queret. Tulle. Bordeaux, Libourne. Mont-de-Marsan. Bayonne. Bergerac, Perigueux. Agen.

Region.	Departments included.	Chambers of Commerce appertaining to region.
7. Toulouse.....	Lot..... Tarn-et-Garonne..... Tarn..... Gers..... Hautes-Pyrenees..... Haut-Garonne..... Ariege..... Herault..... Aude..... Pyrenees-Orientales..... Aveyron.....	Cahors. Montauban. Albi, Castres, Mazamet. Auch. Tarbes. Toulouse. Foix. Beziers, Cette, Montpellier. Carcassonne, Narbonne. Perpignan. Milau, Rodez.
8. Montpellier.....	Gard..... Vaucluse..... Bouches-du-Rhone..... Basses-Alpes..... Var..... Alpes-Maritimes..... Corsica.....	Alais, Nimes. Avignon. Marseille, Arles. Digne. Toulon. Nice. Ajaccio, Bastia.
10. Grenoble.....	Haute-Savoie..... Savoie..... Isere (part)..... Hautes-Alpes..... Saone-et-Loire (part).....	Annecy. Chambery. Grenoble. Gap. Macon.
11. Lyon.....	Ain..... Rhone..... Loire..... Haute-Loire (part)..... Isere (part)..... Ardeche..... Drome..... Yonne (part)..... Cote-d'Or..... Saone-et-Loire (part)..... Haute-Saone (part)..... Doubs..... Jura.....	Bourg. Lyon, Tarare, Villefranche. Roanne, St. Etienne. Le Puy. Vienne. Annunay, Aubenas. Valence. Auxerre. Beaune, Dijon. Chalons-sur-Saone. Gray. Besancon. Lons-le-Saunier.
13. Nancy.....	Ardennes..... Marne..... Aube..... Meuse..... Haute-Marne..... Mourthe-et-Moselle..... Vosges..... Territoire de Belfort..... Haute-Saone (part)..... Oise..... Euro-et-Loir..... Seine..... Seine-et-Oise..... Seine-et-Marne..... Yonne (part).....	Charleville, Sedan. Chalons-sur-Marne, Reims. Troyes. Bar-le-Duc. St. Dizier. Nancy. Epinal, St. Dio. Belfort. Lure. Beauvais. Chartres. Paris. Corbeil, Versailles. Meaux, Melun. Sens. Orleans. Blois. Chateauroux. Bourges. Nevers. Montlucon, Moulins.
15. Bourges (or Orleans).....	Loiret..... Loir-et-Cher..... Indre..... Cher..... Nievre..... Allier..... Puy-de-Dome..... Cantal..... Lozere..... Haute-Loire (part).....	Amber, Clermont, Ferrand, Riom, Thiers. Aurillac. Mende (to be decided later). Brioude.
16. Clermont-Ferrand.....		

EMPLOYEES OF EXPORT FIRMS AND THE DRAFT.

In response to an inquiry made to Provost Marshal General Crowder as to whether employees of firms engaged in foreign trade are included among persons engaged in necessary occupations, the following letter has been received by the Bureau of Foreign and Domestic Commerce:

DEAR SIR: Receipt is hereby acknowledged of your letter of the 23d instant, transmitting a clipping * * * which states that a ruling has been issued from this office to the effect that employees of press associations engaged in the collection and transmission of news by wire to daily newspapers are included among persons engaged in "necessary" occupations, and, therefore, are entitled to file claims for deferred classification under the amended selective-

service act. You inquire whether the above press report is accurate, and also how you may secure from this office "a ruling as to whether employees of persons, firms, or corporations actually engaged in exporting goods from this country to foreign countries or importing essential goods from foreign countries to this country are included among persons engaged in necessary occupations and, are, therefore, entitled to file claims for deferred draft classification under the selective-service act."

Section 4 of the selective-service act, as amended by an act of Congress approved August 31, 1918, in part, reads as follows:

"The President is hereby authorized to exclude or discharge from said selective draft * * * persons engaged in industries, occupations, or employments, including agriculture, found to be necessary to the maintenance of the military establishment or the effective operation of the military forces or the maintenance of national interest during the emergency."

The effect of the amendment above quoted is to authorize the consideration by district boards of any and all claims for deferment based on occupational grounds, regardless of the occupation involved.

This office has made no list of occupations which are, by the selective-service boards, to be considered "necessary." The statement, in the publication referred to, that this office has ruled that press associations are "necessary" occupations is in error.

To entitle a registrant to deferred classification on occupational grounds, it must be established:

First. That the particular enterprise for which he is working is "necessary to the maintenance of the military establishment or the effective operation of the military forces or the maintenance of national interest during the emergency."

Second. That he, himself, is "necessary" to the operation of that enterprise.

Section 36 of the Selective-Service Regulations provides that "district boards shall have exclusive original jurisdiction to hear and determine all questions or claims for deferred classification by or in respect of 'persons engaged in industries, occupations, or employments, including agriculture, found to be necessary to the maintenance of the military establishment or the effective operation of the military forces or the maintenance of national interest during the emergency.'" There is no authority in this office to declare either of the conditions above set out present as to any occupation.

While, therefore, the registrants referred to by you (or their employers) may file claims for deferred classification because of their occupation, the determination of their cases must be made by the district boards having jurisdiction.

I trust that the foregoing discussion may be of assistance to you.

E. H. CROWDER,

Provost Marshal General,

By ROSCOE S. CONKLING,

Lieutenant Colonel, Judge Advocate,

Chief Classification Division.

AUSTRALIAN WOOL-APPRAISEMENT RESULTS.

[Howard A. Treat, secretary to commercial attaché, Melbourne, Aug. 17.]

The first appraisal of wool in the 1918-19 season will be held on September 17, two months earlier than in 1917. It is anticipated that the number of bales of wool to be handled in the Victoria group of appraising centers will show a slight increase over last season. The total is estimated at 520,000, which number may be reduced if growers increase the weight of their bales. The attention of sheep raisers is being directed to the necessity of making their bales heavier.

Details for 1917-18 Season.

Details of the purchase by the Imperial Government of the Australian wool clip for the 1917-18 season have been furnished in a report to the Acting Prime Minister by the Central Wool Committee.

The final appraisement was completed on June 29 last, and the total quantity of wool submitted for appraisement during the season was 569,629,520 pounds of greasy and 47,340,403 pounds of scoured wool, or 616,969,923 pounds in all, equivalent to 1,909,958 bales. This represents 518,849 lots, each being subjected to independent valuation.

Wool manufacturers, the report states, again are favorably situated, as they are required to pay only the appraised price for their purchases, which amounted to \$69,680,163, at an average price of 25.5 cents per pound greasy. Allowing the difference between appraised and flat-weight value, the concession means practically a discount of \$220,631. During the season wool-top manufacturers purchased 2,741,651 pounds, at an average appraised price of 43.1 cents per pound. After allocating wool sufficient to meet local requirements, the balance purchased by the Imperial Government amounted to 599,909,940 pounds, greasy and scoured, the appraised value of which was \$192,598,648. The total flat value of all wool submitted for appraisement during the season was \$208,789,275. Handling costs, salaries of appraisers, remuneration to shipping houses, and other expenses amounted on the total weight of wool purchased by the Government to \$7,602,765.

The policy of retaining 10 per cent of the appraised value was again followed, and this amount will be distributed in appraisement centers on August 21, when a dividend of 5 per cent of appraised prices will also be paid. The total distribution on that day, including retention money, will be \$29,659,340.

Augmented Storage Facilities—Development of Woollen Manufacturing.

The carry-over from the 1917-18 clip is large, and with reduced shipping facilities the storage question has become acute, and an extensive building program for storage of the Imperial purchase has been embarked upon, practically all materials used being locally produced. When the stores are completed they will have, with the wool-brokers' warehouses, a total capacity of 2,500,000 bales of dumped wool.

There is every prospect that in the near future each State will be practically independent as to the scouring of its greasy wool. The Central Wool Committee has given strong support to the policy of utilization of raw wool locally and increasing the manufacture of woollen yarns and materials. [See COMMERCE REPORTS for Aug. 21, 1918.] There is evidence that important developments in that direction are imminent.

The magnitude of the woollen scheme generally is indicated in schedules furnished with the report, which show that since its initiation sheepskins and wools to the value of \$339,237,739 have been appraised under the control of the Central Wool Committee.

OFFICES OF THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

DISTRICT OFFICES.

NEW YORK: 734 Customhouse.
BOSTON: 1801 Customhouse.
CHICAGO: 504 Federal Building.
ST. LOUIS: 402 Third National Bank Building.
NEW ORLEANS: 1020 Hibernia Bank Building.
SAN FRANCISCO: 307 Customhouse.
SEATTLE: 848 Henry Building.

COOPERATIVE OFFICES.

CLEVELAND: Chamber of Commerce.
CINCINNATI: Chamber of Commerce.
CINCINNATI: General Freight Agent, Southern Railway, 96 Ingalls Building.
LOS ANGELES: Chamber of Commerce.
PHILADELPHIA: Chamber of Commerce.
PORTLAND, OREG.: Chamber of Commerce.
DAYTON: Greater Dayton Association.

BAHIA COCOA CROP.

[Vice Consul Albert G. Coffin, jr., Bahia, Brazil, Aug. 19.]

The statistics for the crop year which ended in April show Bahia's cocoa crop for 1917-18 to have been 800,678 bags of 132 pounds each, the receipts at this port month by month having been: May, 1917, 10,736 bags; June, 49,025; July, 86,336; August, 83,146; September, 112,632; October, 93,612; November, 76,026; December, 69,670; January, 1918, 119,418; February, 68,064; March, 27,393; April 4,620 bags.

It is estimated that the yield for 1918-19 will not be over 800,000 bags. The crop is of good quality, but is rather backward. The trees in some sections have been attacked by a small insect which strips the leaves, injuring the trees and affecting their production. The Government is cooperating with the planters to rid the cocoa district of this pest. If proper steps are taken, it can be overcome. The receipts to date for this year have been: May, 4,242 bags; June, 27,301; July, 73,258; total, 104,801 bags.

Estimated Stock on Hand.

Probable receipts from August to December are placed at 550,000 bags. Deducting the quantity which may be allowed to be imported into the United States and the exports to South American countries, and to other parts of Brazil will leave a stock here of about 350,000 bags. It is reported that France will permit the importation of 100,000 bags and that the Brazilian Government is arranging a steamer to transport this cocoa.

Superior cocoa, in storage here, will become weeviled about 10 months after it is placed in a warehouse; regular (good) cocoa will go bad in about 6 months. Many planters think that if the existing situation continues, with practically no outlet for the crop, it will not pay to harvest it.

MAIL SERVICE RESUMED TO CERTAIN PLACES IN ALSACE.

Due to the retreat of the enemy from certain territory in France, mail service has been resumed to the following places listed in the United States Postal Guide for September:

Altenach.	Malmerspach.	Sengern.
Altenbach.	Manzbach.	Sentheln.
Bitschweiler.	Massevaux.	Sepoix.
Bruckensweiler.	Michelbach.	Sewen.
Burbach.	Mitzbach.	Soudernach.
Chavannes.	Mollau.	Steinbach.
Dannemarie.	Moosch.	Storkenhausen.
Dollern.	Muhlbach.	Stossweiler.
Fellerfingent.	Niederburbach.	Struth.
Friesen.	Oberbruck.	Sulzbach.
Fullern.	Odern.	Thann.
Gelshausen.	Pfetterhausen.	Traubach.
Gewenheim.	Rammersmatt.	Urbach.
Golbach.	Ranspach.	Vaathiermont.
Hindlingen.	Retzweiler.	Wattweiler.
Jungholz.	Rimbach.	Wegscheid.
Kirchberg.	Rodern.	Weller.
Krutz.	Romagny.	Wesslering.
Le Bonhomme.	St. Amarin.	Wildenstein.
Leimbach.	St. Ulrich.	Wolfsersdorf.

Mail for the above places, in addition to bearing the name of the place, should be marked "Alsace, France."

THE 1917-18 VALENCIA ORANGE CROP.

[Vice Consul Paul D. Thompson, Valencia, Spain, Aug. 16.]

The 1917-18 Valencia orange export season opened October 30, 1917, and ended about the middle of July, 1918, during which period 660,788 cases were shipped, practically all to England and Norway, the only available markets.

This season, the most disastrous in the history of the Valencia orange, marks the decline of an annual export before the war of nearly 5,000,000 cases to less than one-seventh of that amount. The 1917-18 cargoes dropped to one-fourth of even the preceding season's export, which was subnormal.

United States an Unprofitable Market.

Exports to the United States fell from 64,720 cases in 1916-17 to practically none this season. The results of shipments made to that country last year in an effort to find compensation for the impairment of the British market were altogether unsatisfactory to shippers, who were forced to conclude that the Valencia orange can not compete in American markets with the California and Florida oranges. So long as European markets were available it was neither necessary nor profitable for Valencia oranges to seek an American outlet.

Shipments to Norway fell from 155,466 cases in 1916-17 to 85,156 cases this season. Denmark and Sweden, whose purchases of Valencias have declined steadily since 1914-15, took none at all this season. There was a certain increase in the shipments to the Scandinavian countries in the early part of the war, but this gain has now disappeared.

Exports to England, the principal market for Valencia oranges, amounted to 575,532 cases, as compared with 2,167,289 cases in 1916-17, a decrease of 73 per cent. For the second time since the beginning of the war the English orange market was seriously affected by lack of tonnage and high freight rates. Freight rates, starting at about \$6 per case, rose to \$11.15 in January, 1918, as compared with about \$1 per case in January, 1916. Wood, paper, and other packing materials were also more expensive.

Lack of Tonnage Chief Adverse Factor.

The shortage and irregularity of tonnage available for the fruit trade was, however, the outstanding factor in the situation. The English market was at its best in December, and the oranges were in very good condition, but shipments—thousands of cases at times—had to wait on the docks, unable to obtain cargo space, forced to accept any boat, to any port, loaded even on deck, at freight rates of \$10 to \$11 per case.

At the urgent appeal of the growers the Spanish Government took measures to relieve the situation, requisitioning various steamers for the orange trade, at a rate of 30 pesetas (\$5.79) per case, later raised to 33 pesetas (\$6.37) per case. The Government also reserved 20 per cent of the cargo space in vessels carrying ore from Cartagena to England for fruit and vegetables, at lower rates than those prevailing from other ports. Valencia orange shippers could make

little use of this service; it was of advantage chiefly to the Murcia growers, who obtained thereby better prices for their oranges.

The tonnage situation eventually resulted in the development of a combined rail and water service—from Valencia to Cette, France, by sea, Cette to Havre by rail, and Havre to British ports by sea; or by rail all the way from Valencia to Havre. This routing is shorter and cheaper and has given excellent results, the chief drawback being lack of sufficient railway equipment.

British license restrictions on oranges were not an important factor this season as buyers were not able to transport enough of the fruit to England to fill their license allowances. The importation of 25 per cent of their 1916-17 receipts was allowed to previous importers in 1917, which was increased in 1918 first to 40 per cent and later to 50 per cent.

Season More Profitable for Shippers Than for Growers.

The excellent prices maintained in the English market practically throughout the season made the business a very satisfactory one for those shippers who were in position to take advantage of the situation. At the outset \$18 to \$24 per case for first-class oranges was realized, later from \$35 to as high as \$44 per case for the same quality. The majority of the growers, who do not pack and ship the fruit themselves, did not fare so well, and from their standpoint the season must be considered disastrous. The natural result of the shipping situation was to give the shippers control over prices, and a considerable portion of the crop, which was estimated to be one-third less than that of 1916-17, found no sale at all. The average price received by the growers throughout the season was from \$0.50 to \$0.60 per case.

The final blow came in the severe freezes and snow of the last few days of the year 1917, resulting in destruction or damage to one-half the crop, according to reliable estimates. This event, however, did not affect the orange industry as it would have in normal times, for it is estimated that twice as much fruit was available as succeeded in reaching the export market. Oranges more or less frozen were also shipped.

The lack of a market resulted in some of the fruit being left on the trees to save the useless expense of picking it, and in some districts orange trees have been cut down or uprooted and sold for firewood, which finds a ready market. This is true especially in regions of rich irrigated soil, where vegetables could be more profitably grown under these conditions and where the cost of irrigating is an additional expense upon the land. It is feared that with another season such as the one just finished this process of destruction will reach larger proportions.

Rail-and-Water Routing—Distribution of Exports.

It should be noted that the export figures herein quoted do not include shipments by rail, these being abnormal and not recorded in the available export statistics. For this reason it is not possible to state the quantity of oranges sent to France this season, as they go chiefly by rail, but it was less than last season. The license requirements of the French Government during the season exercised a re-

strictive effect, although not amounting to an embargo. Consignments in transit for England via France were not affected by these restrictions.

The distribution of the Valencia orange exports during the past five seasons was as shown below, the figures being taken from the fruit-trade organ, Exportacion de Pasa Valenciana:

Destination.	1913-14	1914-15	1915-16	1916-17	1917-18
	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>	<i>Cases.</i>
United States.....	274,398	8,608		64,720	100
Belgium.....	15,800	142,151	52,241	81,100	
Denmark.....	10,719	34,366	149,795	157,817	
France.....	1,320,058				
Germany.....		142,578	500	1,000	
Italy.....	397,643	440,871	262,511		
Netherlands.....	59,776	105,513	116,800	155,466	85,156
Norway.....	19,377	60,711	37,361	34,319	
Sweden.....	2,761,539	3,622,937	3,697,301	2,167,289	575,532
United Kingdom.....		43,529	12,950	8,350	
South America.....	50,505	11,199	12,500	10,850	
All other countries.....					
Total.....	4,909,815	4,617,463	4,341,959	2,630,411	680,788

(NOTE.—Conversion to American currency herein has been made at the United States Treasury rate of \$0.193 for the Spanish peseta and \$0.243 for the English shilling. Actually, the peseta has been about equal to the shilling in value for the past six months.)

MANUFACTURING PROGRESS AND PLANS IN SOUTH AFRICA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Sept. 16.]

Some of the conclusions reached by the South African Industries and Advisory Board are given as follows in its final report:

It is generally conceded that the industrial activities of the Union have emerged from the position that they have occupied for many years, and that they are regarded with greater interest by the public in general. The conditions created by the war have rendered the importation of all goods more difficult than usual and that of some goods altogether impossible. Consequently, South Africa has been thrown largely upon its own resources, and there can be no doubt that the industries of the country generally have responded to the demands made upon them in a manner most encouraging to anyone who has taken an active interest in this aspect of the country's development. The change in public opinion in reference to this matter has become more and more marked during the last few years. At one time the Government, the mining industry, and the agricultural community were all skeptical as to the possibilities of industrial development other than in respect of mining and agriculture. The commercial community generally regarded the South African manufacturer as a hindrance rather than a help. But only as recently as October last the Congress of the Associated Chamber of Commerce, representing the whole of the commercial community of South Africa, passed the following resolution by an overwhelming majority: "The congress recommends that the post-war policy of the Government should include (a) a policy of encouraging industries by means of tariffs or bounties, whichever is best suited to the nature of the industry; (b) a permanent advisory board, to make recommendation to Parliament regarding any adjustments considered necessary to the customs tariff and the payment of bounties; (c) a complete survey of the natural resources of South Africa, with a view to encouraging their exploitation, particularly of the iron ore resources of the Union; (d) land settlement and irrigation schemes; (e) a publicity campaign, to start immediately peace is concluded, for advertising the resources of the country, with

a special view to increasing the number and strengthening the position of the white population.

This resolution was debated and approved by the responsible representatives of the entire mercantile community of the Union, and their action has been recently indorsed by the South African Agricultural Union, which, at its annual conference, unanimously passed the resolution recorded below:

"Having heard the interesting, lucid, and instructive address of the Secretary for Mines and Industries, this congress congratulates the Government on the recent work accomplished in ascertaining the value of raw materials in the Union suitable for manufacturers and promoting the establishment of factories in South Africa for local wants and oversea trade. Government is urged to further this good work of industrial expansion and agricultural development, so that South Africa may become a self-supporting country with opportunities for the training and profitable employment of expert white labor, and thus secure a share of the markets now existent in other countries which, after the conclusion of the present world war, will surely offer unlimited openings for South African and other manufactured products."

Interest of Government in Industrial Development.

The Government, as is now well known, has for some time past taken an active interest in industrial development. The mining industry is now using South African manufactures very freely, indeed, in place of the imported article, and although this may be largely due to present conditions, no one conversant with the ebb and flow of trade can have any other opinion than that a great deal of the local supply and demand thus created will remain even after present war conditions disappear.

One of the most remarkable features of the present world upheaval is the intense interest that all the Governments of the world are now taking in the industrial and commercial affairs of their respective countries. It is clearly recognized that so far from it being the duty of a Government to hold itself aloof from these matters and to allow private enterprise, completely unaided, to do whatever it can, it is the first duty of a Government to abandon the inactive position hitherto occupied in favor of one of considered activity, not only in reference to the production of raw materials but also in regard to the manufacture of articles therefrom. The powers of a Government to assist and stimulate production and manufacture are admittedly enormous, and it is not too much to say, judging by latter-day experience, that the success, or otherwise, of a country's industry and commerce depends primarily upon the activities of its Government.

The board desires to place on record its recognition of the initiatory steps that the Government of the Union has already taken in this direction and submits for consideration that the time has now arrived for a further step being made in the same direction.

The production for the first time of a Government Journal of Industries, the increase in the volume of inquiries, the coordinating work being carried out by the Department of Industries in connection with the exploitation of raw materials, the finding of markets, the carrying out of investigations regarding manufacturing processes, all represent activities which are to-day essential to any organized Government service and will repay the country.

Control of Exports—Advantage of High Standard—Industrial Education.

In addition to the above, as an immediate result of war conditions, and in order to conserve the country's resources, the control of exports has become a necessary feature of the department's activities, while the country's requirements in the matter of imports from oversea are now regulated and provided for by a system of priority recommendations made to the oversea exporting countries.

The board can not refrain from pointing out that the ultimate aim of producers and manufacturers alike must of necessity be the securing of a successful position in the world's markets. Many products and a few manufactures are at present being exported, and as a matter of experience it has been found that a regular and high standard of quality is essential to success and that producers receive their reward in the increased price which articles possessing these qualities always command.

The board wishes to emphasize the importance of the technical and industrial education of the youth of the country. Industries depend very much on the

technical training of operatives, and it is of primary importance that young men and women who enter the industrial ranks should be afforded the fullest opportunities for acquiring the technical skill and experience necessary to enable them to occupy responsible positions. Hitherto the skilled artisan and the still more highly trained technical man have come from overseas, with the result that the South African youth has been forced into occupations giving little opportunity for advancement. In the absence of the indentured apprentice system, technical education affords the only means of enabling a youth to take his place in the industrial system.

The question of industrial education is receiving the earnest consideration of every Dominion Government, and the board desires to emphasize its importance in relation to industrial development, and to urge upon the Government the necessity for providing adequate and efficient means for meeting the needs of the rising generation in this direction.

SPANISH SUGAR PRODUCTION AND CONSUMPTION.

[España Economica y Financiera, Madrid, Aug. 17.]

The following table shows the production of cane and beet sugar in Spain and the amounts that left the factories, refineries, etc., for consumption in the years 1907 to 1917, and the stocks remaining in the factories, refineries, etc., on December 31 of each year from 1908 to 1917:

Years.	Production.			Left factories for consumption.	Remaining in factories Dec. 31.
	Cane sugar.	Beet sugar.	Total.		
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1907.....	16,093	94,973	111,066	102,571	.....
1908.....	14,067	108,342	122,399	96,471	106,393
1909.....	21,670	85,930	107,600	94,266	114,823
1910.....	20,311	71,065	91,366	102,247	94,554
1911.....	20,296	80,187	106,425	117,662	88,274
1912.....	16,176	133,774	154,950	128,298	107,379
1913.....	18,221	148,769	162,000	123,443	135,834
1914.....	7,376	140,334	147,770	126,425	143,613
1915.....	6,595	101,253	106,853	156,618	89,366
1916.....	4,264	111,542	115,806	109,549	84,662
1917.....	4,584	119,593	124,177	121,633	73,802

The actual sugar consumption in Spain in 1917 was 168,102 tons, as is shown by the following figures:

	<i>Tons.</i>
Stock on hand December 31, 1916.....	84,662
Production in 1917.....	124,177
Imports in 1917.....	39,171
Total	248,010
Exports in 1917.....	6,106
Stock on hand December 31, 1917.....	73,802
Total	79,908
Actual consumption.....	168,102

Calculating in the same way the consumption in previous years, it is found to be 135,871 tons in 1916 and 148,838 tons in 1915.

Think—Have You Bought Your Limit?—Fourth Liberty Loan.

CHEMICAL EXPOSITION REVEALS AMERICAN PROGRESS.

Confidence in the future of the American chemical industry is warranted by the Fourth National Exposition of Chemical Industries held at the Grand Central Palace, New York, from September 23 to 28. The solid background of actual achievement that characterized this exposition was not to be confused with mere hopes and wishes.

The growth of the American chemical industry during the four years since German supplies were cut off can be traced by comparing the expositions held during those four years. At the first, a meager but growing line of materials was displayed, with a very small showing of machinery; at the second, the increase in machinery was the most noticeable feature; at the third, attention was held by the marked increase in the variety of products made possible by the development of the necessary machinery, and some exhibits of American raw materials were made; at the fourth, indications of a well-rounded, self-contained chemical industry were present—raw materials revealing the national resources, machinery and apparatus satisfactorily replacing that formerly imported, and a great variety of both heavy and fine chemicals that had never borne an American label before the war. Preparations had been made for an extensive display of raw materials, but an adverse ruling by the Railway Administration prevented shipment of the bulk of them.

Interesting Exhibits of Dyes and Machinery—American Resistant Glass.

The variety and excellence of the dyes aroused the greatest interest in the lay visitor to the exposition, for no feature of the recent development of the chemical industry has come closer to the general public than the attempt to rival the German colors in variety and excellence. There were several very imposing exhibits by the larger manufacturers and many more limited displays by smaller and more specialized concerns, all set up in a most attractive and effective manner. They offered convincing proof of the progress made by the color industry since the outbreak of the European war.

The display of machinery and apparatus was perhaps the most encouraging feature to the visiting chemists and manufacturers, for it was the lack of such equipment that held back the industry for the first year or two rather than the lack of formulas. Many manufacturers who knew what to do and how to do it could not find the equipment necessary to start with. The manufacturers who undertook to make such apparatus had difficulty in getting the needed designs and the obstacles in the way of getting the needed materials, especially resistant enamels and glass, seemed almost insurmountable. This exposition revealed the extent to which these difficulties and obstacles have been overcome, for they have been most successfully overcome. It was stated without reservation that the resistant glass now made in this country is not only an acceptable substitute for the German glass, but that it is the best resistant glass that has ever been made anywhere.

The fact that most of the 350 exhibitors are working exclusively for the Government at this time and are not in a position to fill outside orders made their displays all the more interesting. They were intended to be educational and good-will building and were arranged with that end in view. This was particularly true of the exhibits

of coal-tar derivatives, some of which were arranged graphically to show the interrelation of the various products. The extent to which this building for the future is being carried on by the manufacturers is convincing evidence of the genuineness of the confidence they display. If further evidence were needed it could be found in the interest displayed in foreign trade in spite of the fact that for most of the chemical firms shipments to foreign markets are now quite out of the question.

Demand for Foreign Trade Literature—Other Exhibits.

At the booth opened by the Bureau of Foreign and Domestic Commerce there was an interest in foreign-trade literature that was surprising and gratifying to those familiar with the present limitations on foreign business. A supply of pamphlets based upon the demand in previous years was placed on sale and exhausted in a few hours the first evening, so that arrangements had to be made to bring in a much larger stock the next day.

Among the exhibits other than those by commercial firms was one of the natural products of Tennessee by the Knoxville Board of Commerce and one by the Georgia Chamber of Commerce, of Atlanta. These attracted much favorable attention, as did booths maintained by the American Chemical Society, the Southern Pine Association, the ceramic association, the Department of Mines of the Canadian Government, and by the many trade papers identified in some way with the chemical industry.

A most distinctly educational feature was the identification of articles made for the first time in this country since the war started, all exhibitors using a specially prepared bull's-eye label for such articles. It seemed that nearly all the dyes bore this label.

The great truth brought home by this exposition is this: When pressed hard enough American industry can meet the demands that may be placed on it.

GERMAN COMMERCIAL INTERESTS IN BALTIC PROVINCES.

[From *Allförsvärlden*, Stockholm : transmitted by Commercial Agent Norman L. Anderson, Copenhagen, Denmark, July 27.]

During the spring a German committee of experts traveled in the Russian Baltic Provinces studying conditions for the purpose of suggesting measures for developing the agriculture of the districts and their means of communication. The committee represented the Ostland Co., formed by German bank unions, etc., to exploit the Baltic Provinces. Most interest was attached to the visit to Libau, where the Russians have spared no means to build a model harbor with good railroad connections to the interior of Russia, all for the purpose of making Libau Russia's largest commercial center on the Baltic. The Germans are specially interested in Libau because the city has direct railway connection with the Ukraine as well as with Moscow and Central Russia. To Moscow the distance is somewhat greater than from Windau, but it is considered that Libau has such great advantages as a modern harbor, with all facilities for the quick handling of large quantities of goods, that it should be able to attract the traffic of Central Russia. The German interests in Libau are trying to make an agreement with Russia with regard to common railway tariffs to all the Baltic ports, in the expectation that Libau's competitive possibilities will thereby be further strengthened.

USE OF WAXED WRAPPING PAPER IN MALAGA.

[Vice Consul Edward J. Norton, Malaga, Spain, July 30.]

An inquiry has been received by this consulate as to whether waxed-paper bread wrappers and other wrapping materials used by the baking trade in the United States might be profitably marketed in the Malaga district. It is the opinion of the consulate that this section of Spain offers no opportunity whatever for developing business in the products mentioned.

In most American cities of the size of Malaga (population 135,000) there are one or more important baking concerns, with buildings, machinery, equipment, and modern facilities for producing and distributing uniform and scientific baking products. There are no wholesale bread bakers here; the local demand for bread is supplied by 80 or more small bakeries.

Primitive Baking Methods Used.

Malaga has not a single bakery using weighing machines, dough mixers, or any kind of modern equipment. Everything is done by hand; doughs are prepared according to formulas handed down by predecessors in the industry and baking is done in primitive types of brick ovens. There is no standard form of loaf here. Probably six or seven forms are made, the most common being a round, flat loaf weighing 2 pounds.

Bread bought at bakers' shops is carried away by the purchaser, unwrapped. If a wrapper is required a piece of newspaper serves the purpose. For house-to-house delivery, the bread is placed, unwrapped, in double panniers packed on muleback; the driver sits between the panniers, calling his wares and handing the bread to servants, who wait at doorsteps for his arrival.

The foregoing but briefly outlines the conditions under which the baking industry is conducted in this district. No one feature is more in evidence than the primitive way in which bread is made and distributed. Naturally, there is a great deal lacking in details for sanitation and for personal cleanliness of the help and in a minimum of human contact with the raw materials and the finished product. However, bakers believe that if they produced goods of higher quality or went to the trouble and expense of wrapping bread, the people would not pay the increased price.

Special Wrappers for Other Trades.

The Malaga raisin industry was buying at the outbreak of war about \$5,000 worth of a light grease-proof paper made in Germany. With German supplies cut off, the manufacture of these wrappers was developed in Spain, chiefly at Barcelona. The quality of the local product is considerably inferior to that formerly imported.

The paper used for raisin wrappers comes in various colors, and the material is cut into quite a variety of shapes. The finished wrappers are so cut that packages may be formed by turning in sides and ends and then securing them with colored silk ribbons. This is a style of packing that has developed greatly, as wrappers are easily lithographed with buyers' private brands. Working drawings or rough sketches are supplied by importers, and local lithographers follow the designs and turn out the complete wrapper.

The scarcity and high cost of grease-proof papers, and complaints regarding the breaking of packages in transit have led some packers to use lightweight carton substitutes.

In lining almond boxes, probably \$10,000 worth of light but strong glazed-surface paper is used annually. This material was also supplied by German manufacturers in pre-war years. Later on Great Britain furnished a limited quantity; but the price was high and deliveries uncertain, so that the demand was taken up and is now supplied by Barcelona manufacturers.

The confectionery, soap making, and sugar industries here are using various grades and weights of Spanish-made wrapping paper. The demand, however, is restricted, and is therefore rather an obstacle to the introduction of this line of American products.

[A list of wholesale paper dealers in Malaga may be obtained from the Bureau of Foreign and Domestic Commerce or its district and cooperative offices; also samples of Spanish-made paper for wrapping raisins may be inspected at the Bureau or its district offices. In either case refer to file No. 105922.]

TIMBER RESOURCES OF SOUTH AFRICA.

[Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa, Sept. 16.]

The question of the timber resources of the Union of South Africa and how best to make this valuable asset available for general industrial purposes has been carefully considered by the Industries and Advisory Board, which has recently presented its report.

It was ascertained that there are over 2,000,000 acres that normally fall under the control of the Forestry Department; but a large proportion of this area, some 1,530,000 acres, is waste land, extensive areas of drift sand along the coast, and land on mountain tops unsuitable for afforestation but reserved at the instance of the Irrigation Department. The area of dense forest timbers, on Government reserves, is given as 400,000 acres, while privately owned forests total 100,000 acres. Something like 1,000,000 cubic feet of usable timber is annually handled in these forests and a similar amount is probably converted into firewood. The total annual value is estimated at £25,000. A considerable quantity of this timber consists of yellow wood, which was formerly used largely for building purposes with satisfactory results when it was properly handled.

There are some 70,000 acres of plantations consisting of a number of imported species of trees, some of which have been found to grow with great vigor and to be capable of producing excellent mercantile timbers. Many of these plantations have been established within the last 10 or 12 years. The board is of the opinion that this area should be increased at once by the planting of serviceable timber trees in the proportion of at least two for every one destroyed or felled.

Study of Native Timbers—Home Timber to Replace Imports.

No systematic investigation of the nature and uses of the indigenous timbers has been undertaken and little appears to be known in regard to methods of seasoning. It is stated that a considerable wastage of most valuable timber is constantly taking place. This

is said to arise from a shortage of scientific staff and from the impossibility of controlling the depredations of natives. Much destruction of useful timber takes place in connection with the cutting of poles for mining purposes, and it frequently happens that immature and growing trees are felled by their owners for this purpose, thus destroying what would later have become an exceedingly valuable asset. Four hundred thousand acres of indigenous forests must have a very considerable value over the whole period of growth, and in some cases must be equal to that placed upon ordinary plantations in European countries.

A considerable proportion of the unworked timber which, in the past, has been imported into South Africa, could be supplied from South African forests in increasing quantities, but this will depend very largely upon the action taken to remove prejudice and facilitate the handling of the timber, and also upon the transportation and other difficulties attendant upon extensive imports.

The board is of opinion that the Union possesses in its forest resources an asset, the value of which is greatly underestimated, because little is understood of its intrinsic worth. It would appear that the following are among the urgent necessities of the case: (1) A forest survey; (2) determination of the commercial use and value of South African timbers; (3) encouragement in the use of local timbers; (4) the conservation of existing immature forests; (5) the prevention of wastage and of the uneconomic use of timber; (6) experiments in felling and seasoning.

SWEDISH COMMERCIAL INTEREST IN RUSSIA.

[Commercial Agent Norman L. Anderson, Stockholm, Sweden, Sept. 5.]

The Swedish General Exporters' Association has recently issued its annual report for 1917. Among the various activities of this association, it is noticed that attention is not least directed toward Russia and its possibilities for Swedish commercial interests. Thus, the association has taken the initiative for the establishment of a Swedish forwarding office in Russia. Owing to the uncertain political situation, however, this has not yet been opened. The report also mentions the Swedish participation in the Nizhni Novgorod fair. Although this fair was not attended as well as usual owing to internal conditions, the Swedish division attracted considerable attention, as shown by the orders received from Russian buyers. The close cooperation of the Exporters' Association with the Swedish Trade Committee in Petrograd has been carried on along the same lines as heretofore.

A stronger development of the Swedish business organization in Russia is marked by the forming of a trade council of Swedish business men in Moscow to work with the Swedish consul general in Moscow, the Swedish Trade Committee in Petrograd, and the Exporters' Association to take care of Swedish interests connected with the trade with Russia.

The More Bonds the Fewer Casualties.

INDEX

TO

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The following table shows in what serial number of the **COMMERCE REPORTS** the page number appearing in the index is included.

Pages.	Serial No.	Pages.	Serial No.	Pages.	Serial No.	Pages.	Serial No.	Pages.	Serial No.
1-16	153	257-272	169	513-528	185	769-784	201	1009-1024	217
17-32	154	273-288	170	529-544	186	785-800	202	1025-1040	218
33-48	155	289-304	171	545-560	187	801-816	203	1041-1056	219
49-64	156	305-320	172	561-576	188	817-832	204	1057-1072	220
65-80	157	321-336	173	577-592	189	833-848	205	1073-1088	221
81-96	158	337-352	174	593-608	190	849-864	206	1089-1104	222
97-112	159	353-368	175	609-624	191	865-880	207	1105-1120	223
113-128	160	369-384	176	625-640	192	881-896	208	1121-1136	224
129-144	161	385-400	177	641-656	193	897-904	209	1137-1152	225
145-160	162	401-416	178	657-672	194	905-912	210	1153-1168	226
161-176	163	417-432	179	673-688	195	913-928	211	1169-1184	227
177-192	164	433-448	180	689-704	196	929-944	212	1185-1200	228
193-208	165	449-464	181	705-720	197	945-960	213	1201-1216	229
209-224	166	465-480	182	721-736	198	961-976	214		
225-240	167	481-496	183	737-752	199	977-992	215		
241-256	168	497-512	184	753-768	200	993-1008	216		

	Page.
Abyssinia, report on commercial status and American trade issued.....	919
Aden, dyes, market suggestions, imports....	890
hides and skins, conditions affecting trade.....	31
skins, exports to United States via Manila.....	59
Advertising, billposters generally used, India.....	1198
China.....	
advertisements, decree prohibiting sending to foreign countries, Italy.....	98
methods, American opportunities, Greece.....	212
foreign firms, Burma, India.....	480
suggestions for Straits Settlements.....	590
trade-mark, national, indorsed by advertising clubs, United States.....	231
Agents. See Trade representatives.	
Agerton, B. L. (consul, Copenhagen), beer, production and consumption.....	103
bread, baking with waste heat from gas works, Iceland.....	1039
cement, industry and trade.....	71
crop conditions, Denmark.....	819
export-import house, new, Denmark.....	581
motor boats, demand, Denmark.....	719
twine, manufacture from paper, Denmark.....	834
typewriters, manufacturing company organized, Denmark.....	509
Agricultural implements, American opportunities, Macedonia.....	450
branch office of American company established, Argentina.....	701

	Page.
Agricultural implements, demand and opportunities, Scotland.....	378
flax machine puller, demonstration, Canada.....	711
implements, tea-garden cultivation, India.....	616
use limited, Spain, Valencia.....	803
industry, competition with American manufacturers, Sweden.....	1039
market opportunities, Australia and New Zealand.....	82
power, American catalogues wanted, France.....	1166
requisitions of machinery, Italy.....	1041
tractors, demonstration successful, Portugal.....	405
farm, introduced, Madagascar.....	840
need after the war, Europe.....	828
use increasing, Cuba.....	1062
use, Macedonia, Greece.....	450
See also Machines and machinery.	
Agriculture, area under cultivation, Scotland.....	310
agronomic station, sugar industry, Guadeloupe.....	815
beans, crop estimate, Brazil.....	535
carobs, cultivation method, Algeria.....	238
production, Italy, Sicily.....	792
chicory, crop conditions, Azores.....	935
cinchona, cultivation attempted, Philippines.....	1165
cocoa crop and shipping situation, Guadeloupe.....	481

	Page.		Page.
Agriculture, crop conditions, Azores.....	934	Anderson, Norman L. (commercial agent), export chamber, branch of Russian, formed in Stockholm.....	627
Canada, Yarmouth.....	975	export trade committee, established, Sweden.....	66
Denmark.....	819	free-port project, Russia, Petrograd.....	960
England.....	135, 566, 874	fuel supply, sufficient, Norway.....	640
Ireland.....	135	hemp, shortage, Sweden.....	1102
Mexico.....	545	industrial council for Central Europe, formation, Germany.....	1166
Netherlands.....	289, 880, 1011	industrial situation, Sweden.....	1132
Scotland.....	566, 874	industries, capital invested, Norway.....	1068
Switzerland.....	158, 820, 1034	growth, Norway and Sweden.....	626
crop estimates, France.....	931	use of substitutes, Sweden.....	1000
Mexico, Coahuila and Nuevo Leon.....	155	machine industry, association established, Norway.....	250
crops, damage by frost, Brazil.....	113, 827	match company, organized, Denmark.....	643
Canada, New Brunswick.....	2	molybdenum, mines taken over by com- pany, Norway.....	1122
prices fixed, statistics, Netherlands.....	980	smelting works under construction, Norway.....	1103
shortage threatened, Honduras.....	618	oil industry, possibilities in by-products, Sweden.....	999
statistics, Canada, Ontario.....	1155	paper and wood-pulp industry, combina- tion, Finland.....	957
domestic production, efforts to increase, Brazil.....	788	railways, extension plans, Sweden.....	1000
educational system, proposed, Australia.....	444	shipbuilding activities, Germany.....	1032
experiments, Department of Agriculture, India.....	1149	shortage of raw materials, Norway.....	1102
farm bookkeeping, lecturer proposed, Scotland.....	310	tonnage after the war, Norway.....	204
farms, improvements proposed, Norway.....	154	shipping, importance of winter, North Sweden.....	262
grain, crop condition, South Africa.....	308	spirits, manufacture forbidden, Sweden.....	303
hay, community harvesting, Canada, British Columbia.....	1005	tanning materials, production, Norway.....	138
crop, Scotland.....	310	trade and shipping company, activities, Sweden.....	986
prices fixed by government, Italy.....	345	trade, Denmark with Germany.....	1068
instruction, stations established, Brazil.....	216	trade, foreign, after the war, Russia.....	1190
paddy, cultivation, statistics, India.....	470	trade review, 1917, Sweden.....	1062
potato grading, uniform system advo- cated, Canada, New Brunswick.....	962	whale intestines used for gloves, Norway.....	639
potatoes, crop prospects, Canada, New Brunswick.....	946	Apiculture, honey, supplies for export, prices, New Zealand.....	1156
growing method, Switzerland.....	39	Apples. See Fruit.	
research, company proposed, Germany.....	974	Argentina, bank, Argentine, established, Buenos Aires.....	231
rice, crop conditions, China, Swatow.....	1124	banking and investment company or- ganized.....	971
crop, estimate, increase, Chosen.....	1194	banks, statistics, Buenos Aires.....	997
Egypt.....	1137	boats, river, sales.....	772
Italy.....	1123	branch office, International Harvester Corporation, Rosario.....	701
cultivation, Brazil.....	766	brick, manufacture and use.....	724
production and consumption, India.....	470	capital, foreign, invested.....	244
yield and acreage, Italy.....	1098	cereals, crop estimate.....	164
situation and possibilities, Macedonia.....	459	chairs, grades, prices, and duties.....	1028
station established, gardening and fruit culture, Brazil.....	583	chamber of commerce, allied, Buenos Aires.....	286
statistics, Canada, New Brunswick.....	1193	cork, manufactured articles, imports.....	400
See also Feedstuffs; Foodstuffs; Grain.		economic conditions, improved, Rosario.....	703
Alaska, fertilizer plant, construction, Pribilof Islands.....	1163	electric power and lighting, concession granted, Puerto Deseado.....	67
herring fishery, possibilities.....	184	export and import trade with Japan.....	274
hides and fertilizer, Government sale, Seattle.....	1115	failures, commercial, report.....	210
fishing limitations proposed, Copper River.....	1148	furniture, metal, market.....	865
lights and buoys, established and pro- posed.....	628	highways, improvements.....	1037
seals, census, Pribilof Islands.....	1175	imports, proposed increase in charges.....	929
wardens, fish and fur, reciprocal arrange- ments.....	1135	industries, development.....	219
Alcohol. See Wines, spirits, and malt liquors.		iron and steel, markets.....	315
Algeria, automobiles, list of dealers, Algiers.....	79	mica, production and prices.....	599
carobs, cultivation and exports.....	238	paper and printing machinery, American opportunities.....	155
four mills, output.....	840	railway concession solicited by Buenos Aires firm.....	703
iron and steel, markets.....	315	registration of commercial names.....	250
letters misssent to Algiers.....	149	roofing materials, trade.....	186
meat restrictions, removed.....	1190	samples, complaints against shipment by parcel post.....	137
notes, bank of Algeria, issue increased.....	143	shipping, direct passenger service, Buenos Aires and New York.....	1172
tobacco requisitions for armies, price.....	1191	sugar cane, yield.....	522, 687
rice, trade conditions.....	402	sugar, shortage, high prices.....	977
sugar consumption.....	740	trade, American and European.....	617
Anderson, Norman L. (commercial agent), agricultural machinery, competition with American manufacturers, Sweden.....	1039	suggestions to American firms.....	809
ball-bearing industry, combination, Sweden.....	1067	trade review, exports, 6 months.....	965
cement works, new, Norway.....	1124	statistics, 1917.....	604
commercial interests, Germany in Baltic Provinces.....	1213	wearing apparel, report on market.....	658
Sweden in Russia.....	1216	wine, cooperative association dissolved.....	962
consular and commercial attaché service, development, Sweden.....	632	wool association, formed in Spain, to op- erate in Argentina.....	257
dry goods, import company formed, Finland.....	1195		
eggs, drying process, new, Germany.....	1005		
electric power, distribution, Scandina- vian cooperation.....	106		

	Page.		Page.
Armstrong, J. S., jr. (consul, Bristol, Eng-land), dock charges increased.....	57	Automobiles and accessories, American op-portunities, Spain.....	1176
electric company, prosperous year.....	1029	automobiles, importation prohibited, Can-ada.....	1107
suburbs, proposed plans.....	1130	list of dealers, Algeria.....	79
Arnold, Julean (commercial attaché, Peking), cotton, experiments in cultivating American.....	585	registered, 1917, New Zealand.....	719
map, commercial, new, China.....	211	statistics, 1913, 1917, Switzerland.....	975
Arts and artists' goods, needlework designs wanted, Australia.....	388	trade opportunities, Guadeloupe.....	510
Australia, agricultural education, system proposed.....	444	use, etc., Mexico, Lower California.....	1144
agricultural implements, American op-portunities.....	82	electric, demand, England.....	236
alcohol, industrial, yield to be increased..	441	power supply, South Africa.....	206
board of trade, national, created.....	215	gas bags, for motor cars, use, England.....	183
bureau of science and industry, plans of new.....	131	importation prohibited, Jamaica.....	672
copper wire, plant erected, Port Kembla.....	182	Trinidad.....	749
cotton, growing, committee to investi-gate facilities.....	1135	motor cars, manufacture and imports, Australia.....	708
department of commerce and industry, plans of new.....	131	use and market, Argentina.....	1037
drugs, new regulations.....	1007	Chile.....	1037
frozen meat, exports.....	199	China, Hongkong.....	746
fruit, citrus, import prohibited.....	801	Manchuria.....	747
glass, window, imports, 1911-1913.....	652	Martinique.....	1038
gold, production statistics.....	1195	Mexico.....	748
gum, spotted, uses.....	539	Siam, Bangkok.....	885
hydroelectric power plant, concession authorized.....	454	Venezuela.....	750
imports, increased, State of Victoria.....	196	radiators for tractors admitted free of duty, Canada.....	1107
industrial, notes.....	182	trade organisation, cooperative, New Zea-land.....	213
industries, new, established.....	389	trade statistics, Brazil.....	264
iron mine, government acquires option, Tasmania.....	1190	transshipment, permit necessary at Singa-pore.....	1067
languages, Japanese taught in schools.....	121	trucks, number and use, Canada, Onta-rio.....	1146
leather industry, South Australia.....	1183	trade opportunities, Guadeloupe.....	510
linseed, oil, shortage threatened.....	182, 383	use increasing, Trinidad.....	686
magnetos, importation prohibited.....	1	Azores, agricultural conditions.....	984
meat, prices, home consumption.....	1088		
shortage, prices fixed.....	1167	Badar, R. H. (Interpreter, Teheran, Persia), grain.....	293
mills, cotton and woolen, construction begun.....	1093	trade opportunities in raw materials.....	968
motor-car industry, development.....	708	Baker, H. D. (consul, Trinidad), cocoa, culti-vation methods, Ecuador.....	419
needlework patterns wanted.....	398	duties, new, on tobacco, rum, coconuts, and copra.....	785
paper, government printer seeks supply in United States.....	660	import restrictions.....	273
petroleum, development of deposits pro-posed.....	383	motor cars and public roads.....	749
rabbit skins, exports to United States.....	225	motor trucks, use increasing.....	686
rabbits, frozen, exports.....	225	Balch, H. H. (consul, Asuncion, Paraguay), furniture trade.....	198
railway, construction proposed, Papua.....	454	steamship and power companies, sold.....	1001
sheep, cost of raising, Queensland.....	568	Banks and banking, amalgamation, England, London.....	74, 536
shipbuilding, conditions.....	397	amalgamation agreement, Italy.....	1181
ships, Japanese, in Australian trade.....	452	annual report, Bank of Finland.....	904
silos, grain, construction by States.....	1151	Bank of Iceland.....	84
construction prices.....	268	Bank of New Zealand.....	395
soft goods, Japanese trade increasing.....	1110	bank, change in ownership, Panama.....	851
steel company reorganised.....	182	new, established in Chosen.....	681, 735
steel works, output and profits.....	1161	opening of new, Buenos Aires, Argen-tina.....	231
storage facilities for grain, New South Wales.....	415	proposed to finance public works, Italy.....	685
sugar beets, cultivation industry, pro-posed.....	380, 447	savings, report, Scotland, Dundee.....	925
sugar crop, government purchases.....	431	branch banks, French-Italian bank, es-tablished, Brazil, Pernambuco.....	995
tin plate shortage.....	211	list of United States branches.....	659
trade literature, wanted by public libra-ry, Sydney.....	991	planned, as aid to trade, Japan.....	701
trade review, imports from United States.....	208, 1116	Portuguese, opened, Brazil, Campos charter, revision proposed, Netherlands company, banking and investment, ac-tivities, Argentina.....	971
total imports, 11 months.....	1076	conditions, Argentina, Buenos Aires.....	997
Victoria, imports.....	1097	Denmark.....	208
wheat, harvest arrangements.....	1145	Japan.....	1123
pool transactions.....	237	New Zealand.....	591
sold to New Zealand, price.....	1193	Spain.....	1178
wines, production, South Australia.....	1185	Sweden, 1917.....	1178
wire, copper, order placed in America.....	182	deposits, statistics, 1917-1918, England.....	930
wool, appraisalment of quantity and price.....	1204	facilities, India, Burma.....	475
bale-band fastener, invention.....	334	gold reserve, Norges Bank, Christiania.....	1
exports to United States.....	575	notes, Bank of Algeria, issue increased 143, regulations governing traffic in gold, Italy.....	200
manufacture increased.....	634	postal savings, New Zealand.....	355
spinning mill proposed, Melbourne.....	182	silver bullion and cash on hand, China, Shanghai.....	940
trade inactive.....	1089	See also Capital and investments; Fi-nances.....	
value of clip.....	1127		
Austria-Hungary, food situation.....	504		
lumber exploitation, association formed..	543		

	Page.		Page.
Barbados, cotton growing	854	Bonney, W. L. (consul, Rosario, Argentina), boats, river, sales	772
import prohibitions, additional	129	branch office, International Harvester Corp. established	701
Leeward Islands	306	economic conditions, improvement	703
Windward Islands	97	highways, motor-vehicle traffic	1057
Bardel, W. (consul, Nueva Gerona, Isle of Pines), new wireless station completed	960	iron and steel, markets	315
Barretti, R. S. (commercial attaché, Buenos Aires), bank, new, established, Buenos Aires	231	railway concession solicited by Buenos Aires firm	703
banking conditions, statistics	997	study of market, suggestions	809
capital, foreign, invested	244	sugar cane, damage by frost	687
chamber of commerce, allied, organized	366	yield, Tucuman	522
failures, commercial, report	210	Boomer, J. F. (commercial agent, Philippine Islands), development of coal regions	430
imports, proposed increase in charges	929	rattan industry, development	523
industrial development	219	roofing, demand	442
paper and printing machinery, markets	155	Boots and shoes, boots, prices increased, Eng- land	98
shipping, direct passenger service, Buenos Aires and New York	1172	shoes, retail price to be stamped on soles, Denmark	790
trade review, Argentina	604, 996	trade conditions, Leeds, England	226
trade with Japan, statistics	274	<i>See also</i> Leather and leather goods.	
Baskets, rattan, production, Philippine Is- lands	523	Boyle, W. F. (consul, Puerto Cortes, Hon- duras), manganese deposits	237, 791
rattans, imports restricted, United States Beans. <i>See</i> Foodstuffs.	357	Bradley, J. R. (consul, Punta Arenas, Chile), American catalogues wanted	168
Beeler, A. D. (vice consul, Bordeaux, France), new commercial and indus- trial firms	837	exhibition, second annual	162
railway earnings, statistics	228	highways, motor-vehicle traffic	1057
school for trades, to be established	227	iron and steel, markets	316
Bear. <i>See</i> Wines, spirits, and malt liquors.		wool presses, American opportunities	930
Belden, Perry (chargé d'affaires, Bogota, Co- lombia), financial conference	334	Brand, N. F. (consul, Salina Cruz, Mexico), dentist, opportunity, Isthmus of Te- huantepec	602
Belgian Congo, budget estimates	505	glasses, drinking, American opportuni- ties	200
Belgium, exports of cement	137	Brazil, acetylene and oxygen, production	829
Bellale, E. L. (consul, Limoges, France), red pottery clay, production and prices	1096	agricultural implements, opportunities	105
Benedict, J. S. (consul, St. Johns, Newfound- land), regulations governing storage of har- ring	19	agricultural station established, Minas Geraes	533
Bermuda, lace and embroidery market	373	agriculture, production methods	788
lily bulbs, estimated production	181	automobiles, trade review	254
Bevan, T. H. (consul, Glasgow, Scotland), crop conditions	874	bank, French-Italian branch established, Pernambuco	995
electricity, charges increased	716	Portuguese branch opened, Campos	556
engines, ship, standardization	611	beans, crop estimate	535
fair, second Glasgow industrial, plans and purposes	830	boll worm, cotton eradication plans	631
fish catch, statistics	485	brick, manufacture and use	726
trade review, exports to United States	715	bridge, concrete, opened for traffic, Minas Geraes	379
Beverages, citrate of lime and lemon juice, prices, Italy	527	budget, estimate, 1919	870
mineral water, activities in industry, Norway	118	button factory established	321
<i>See also</i> Cocoa; Coffee; Tea; Wines, spir- its, and malt liquors.		castor beans, crop estimate, Sao Paulo	331
Bicycles and motorcycles, motorcycles regis- tered in 1917, New Zealand	719	cattle, regulations governing slaughter	11, 708
tires, steel, successful demonstration, Sweden	613	caustic soda, manufacture proposed	194, 558
elm wood, satisfactory test, Nether- lands	1096	coal, imports	541
tricycles wanted for wounded soldiers, Scotland	1163	mining company organized	1206
<i>See also</i> Automobiles.		coffee crop, statistics, Bahia	1044
Birch, T. H. (American Minister, Lisbon, Portugal), American-Portuguese trade sug- gestions	1189	commercial company, Danish, incorpo- rated	311
Birds and feathers, ostrich leather market in South Africa	639, 838, 1108, 1111	commercial statistics, compilation au- thorized	602
Blake, Maxwell (consul general, Tangier, Morocco), dyes, market demands, Mo- rocco	803	conduit, suggestions to American makers	894
rice, import statistics	649	congress of journalists, first	541
tariff changes, imports of machinery	270	dry dock, erection proposed	293
tea trade	201	fair, annual, to promote purchase of home products	772
Bohr, Frank (vice consul, Zurich, Switzer- land), automobiles, statistics, Switzer- land	975	fertilizers, chemical, regulation of sales	822
crop conditions, Aug. 1	1034	fireworks, government restrictions	55
dyes and dyestuffs, situation	285	food administration created, duties	612
Bolivia, American consulate established at Oruro	1114	foodstuffs, import statistics, Rio de Ja- neiro	596
insurance company, fire and marine, pro- posed	153	regulations recommended	771
silver-plated ware, market	335	freight rates, coffee to Italy	594
trade-marks, new law enacted	250	gas, ethyl, manufacture	652
		harbor facilities, improved, Bahia	1099
		hog raising, statistics	312
		industrial congress, first meeting	259
		insurance law, new, proposed	157
		iron and steel products, manufacture pro- posed	258
		iron industry, development	636
		iron ore, deposits	298
		knit goods, shortage	721
		labor bulletin, publication advocated	60
		live stock, second national exposition	796

	Page.		Page.
Brazil, malaria, campaign to prevent.....	70	Brock, H. G. (commercial agent, London), exhibition of scientific products, opened....	936
meat, activities of packing company.....	179	Broy, Charles C. (vice consul, Dublin, Ire- land), hydroelectric power, develop- ment project.....	1004
mineral deposits, company for exploiting.....	613	port, trans-Atlantic, proposed for Galway.....	1147
municipal conditions, Rio de Janeiro.....	216	wages, farm employees, fixed by board.....	1122
oils, government supervision of exports advocated.....	111	Brushes and bristles, export of bristles, China, Chungking.....	695
packing house, construction authorized.....	37	Bucklin, G. A. (consul, Bordeaux, France), red pottery clay, production decreased.....	1083
parcel post, treaty with Chile.....	14	Budgets. See Finances.	
pharmaceutical products, company to manufacture.....	650	Building materials, brick, manufacture and use, Argentina.....	724
pipes, sewer, opportunities.....	105	Brazil.....	725
pomicultural station, establishment au- thorized.....	18	Uruguay.....	727
port facilities, American company obtains publication Centennial Book.....	83 168	buildings, standardized, industrial, Eng- land.....	731
purchases by Department of Agriculture, in United States.....	879	cement, companies consolidate, New Zea- land.....	1199
railway, extension authorized.....	546	company earnings, Siam.....	182
revenue, internal, receipts.....	264	exports, France and Belgium.....	137
rubber, crude, exports.....	402, 865, 1012	industry and trade, Denmark.....	71
schools, manual-training, established.....	614	industry, situation, Germany.....	814
trade, proposed.....	197	production and imports, Uruguay.....	52
sewage system, construction material needed.....	105	specification for railway construc- tion, Brazil.....	926
shipping, improvement plan indorsed.....	822	substitute, manufacture, Japan.....	735
show, corn and cotton, Rio de Janeiro.....	272	works, new, to be built, Norway.....	1124
soda, caustic, factories.....	42, 828	marble, imitation, trade conditions, South Africa.....	182
steamship line, receipts for three months.....	208	importation from Italy permitted, United States.....	631
steamship service with Japan.....	162	purchasing company organized, Nether- lands.....	797
steel company, branch of American Steel Exports Co.....	1047	roofing demand, Philippines.....	442
sugar, export trade, revival.....	801	roofing materials, trade, Argentina.....	186
tariffs, changes in regulations.....	269	slag, blast furnace, use for road construc- tion, England.....	1157
tax on dividends, decree imposing.....	579	Building operations, annual report, Rio de Janeiro, Brazil.....	216
telegraph service, improvement proposed.....	101	building activity, Moncton, Canada.....	374
telephone systems, statistics.....	307	buildings, new, report, New Zealand.....	215
trade extension, opportunities.....	105, 648	church, Seventh Day Adventists, work begun, Panama.....	262
trade review, general statistics.....	554, 756	cold-storage plant, fishing industry, Nova Scotia.....	1064
typewriters, use growing.....	1048	dry docks, proposed, Brazil.....	293
Brett, Homer (consul, La Guaira, Venezuela), budget for current year, statistics.....	290	electric generating station, England, Birmingham.....	699
castor beans, cultivation.....	350	electric light and power plant under con- struction, China, Antung.....	1158
machinery for handling, catalogues wanted.....	863	factory, caustic soda, New Zealand, Christchurch.....	1017
flour, Chilean, imports.....	110	coconut and palm oils, Panama, Colon concrete pipe, South Africa, Germis- ton.....	709 944
hydroelectric development, proposed.....	374	electrical products, German capital, Sweden.....	935
lace, textiles, and knitted goods, trade conditions.....	330	hotel, modern, Cuba, Cienfuegos.....	1087
motor cars and public roads, report.....	730	housing, afterwar, plans, Germany.....	547
oil, fuel, arrival of first cargo.....	36	mills, cotton and woolen, Australia municipal building, bids wanted, Ecu- ador, Guayaquil.....	1063 697
toy making, situation of industry.....	347	municipal power station, additions planned, Norway, Bergen.....	827
Brewer, A. J. (vice consul, Amoy, China), dyes and dyestuffs, situation.....	279	nitrogen laboratory, new, Japan.....	700
motor boats, small demand.....	998	public hospital and other buildings, New Zealand.....	1124
Brick. See Building materials.		public works, appropriation made, Do- minican Republic.....	542
Briggs, L. P. (consul, Saigon, Indo-China), agricultural experiments.....	1149	reconstruction work, Greece, Saloniki silo construction, bids submitted, Aus- tralia.....	575 258
lacquer ware, manufacture.....	1070	town planning, Leeds suburbs, England.....	1048
mining machinery, American, installed.....	1123	village suburbs, proposed plans, England, Bristol.....	1130
railways, tramways, report, 1916-1917.....	1022	warehouse, distributing, proposed, Mono- ton, Canada.....	374
revenues, land, report, India, Burma.....	1079	See also Industrial development.	
trade journals requested, Burma.....	329	Burlingham, Lloyd (consul, Ciudad Juarez, Mexico), alcohol of production from sotol.....	503
wolftram, production, Burma.....	226	Burnell, A. L. (consul, Rouen, France), red pottery clay, shortage.....	1086
British East Africa, cotton growing, associa- tion makes annual report.....	855	Busser, R. C. (consul, Bergen, Norway), cod catch on western coast.....	154
British Guiana, concessions, to explore petro- leum land granted to English company.....	356		
import prohibitions.....	98, 625		
motor boats, American opportunities.....	109		
British Honduras, chamber of commerce formed, Belize.....	258		
British West Africa, cocoa supply, accumu- lated, Gold Coast.....	558		
cotton growing, annual report of associa- tion.....	854		
laces and embroideries, demand.....	1067		
Brittain, J. I. (consul general, Sydney, Aus- tralia), fruit, citrus, import prohibited.....	801		
meat, prices, home consumption.....	1068		
rabbit skins and meat, exports.....	225		
silo construction, Victoria.....	258		
storage facilities, grain, New South Wales.....	415		
tin plate, shortage.....	211		
trade literature, American, wanted by public library.....	991		
trade review, imports.....	1076		
trade with Japan increasing.....	1110		

	Page.		Page.
Buttons, factory established, Brazil.....	214	Canada, rubber tires, export embargo.....	117
Ryington, H. M. (consul, Hull, England), coal, arrivals for half year.....	419	seed distribution, New Brunswick.....	261
exports to United States, statistics.....	436	sheep raising, government assists indus- try.....	242
fish, catch and value.....	534	ships, wooden, construction contract awarded.....	951
margarine, Kosher, manufacture.....	1053	spices, price increased.....	1133
oilseeds, trade statistics.....	466	starch works, output, Fort William.....	366
timber trade, rationing scheme.....	404	sugar-beet growing, labor supply, Ontario telephone connection, New Brunswick and Prince Edward Island.....	565
Caldwell, J. K. (consul, Vladivostok), edu- cation project.....	723	timber land, sales, new methods, New Brunswick.....	712
iron mines, Japanese investigators, Siberia.....	1027	ties, railway, consumption and average cost.....	1147
Canada, agricultural machinery, import duties removed.....	250	trade extension problems.....	4,976
agricultural statistics, New Brunswick.....	1193	trade review, exports and imports.....	96
apple crop, estimate, Nova Scotia.....	735	turpentine, imports from United States.....	154, 439, 787
automobiles and trucks, use, Ontario.....	1146	wheat and oats, crop prospects, Alberta.....	676
bond issue, road debentures, New Bruns- wick.....	344	wheat, conservation regulations.....	963
canal, Sault Ste. Marie, traffic.....	167, 665, 1134	exports, 1917, 1918.....	393
Trent, opened.....	46	wood, fire, market.....	404
canned goods, imports.....	221	wool, exports to United States.....	420
canning industry, conditions, Kingston.....	51	grading results, New Brunswick.....	988
outlook, Ontario.....	500	statistics and prices.....	3
cities, development.....	188	zinc, bounty proposed.....	1016
coal, regulations governing price.....	662	Canning and preserving, canning industry, Canada.....	799
cold-storage plant, constructed for fishing industry, Nova Scotia.....	1064	See also Foodstuffs: Fruits.	51, 500
commercial convention, Franco-Canadi- an, abrogated.....	771	Cape Colony. See South Africa.	
construction work, proposed, Moncton.....	374	Capital and investments, business failures, in- creased, Netherlands.....	769
copper mining, development, British Columbia.....	618	capital, amount in industries, Norway.....	1068
crops, conditions, Yarmouth.....	975	foreign, in Argentina.....	244
damage by frosts, New Brunswick.....	2	companies, consolidation, Brazil.....	608
potatoes and wheat, New Brunswick.....	846	company, Danish branch, Brazil.....	311
statistics, Ontario.....	1155	manufacture of wire gauze and nails, Sweden.....	425
customs ruling, automobiles, radiators, player pianos.....	1107	trading, Danish, for trade with Ar- gentina, Denmark.....	1107
cutlery, new material developed.....	275	trading, formed, Sweden.....	1053
feedstuffs, standards established.....	102	corporations, American, business meth- ods, Japan.....	203
fish, supply and distribution.....	514	dividends, transportation companies, Italy.....	565
fisheries, American-Canadian conference, work completed.....	974	earnings, industrial, Siam.....	499
Canadian Association, convention, Halifax.....	619	failure, commercial, Argentina.....	210
importance, Nova Scotia.....	619	Italy, Milan.....	633
flax, acreage increased, Ontario.....	17	firms, commercial and industrial, new, France.....	837
machine puller, demonstration.....	711	export, relation to national interest, United States.....	1066
flour substitute, amended regulations.....	401	foreign interests, statistics, Egypt.....	170
forest survey, report, New Brunswick.....	403	investment company organized, Argen- tina.....	971
study to prevent exhaustion.....	804	investments, government, in northern Norway.....	156
freight service, ocean, Yarmouth-Bos- ton.....	735, 1166	manganese deposits, American capital wanted, Honduras.....	237
fruit crops, condition.....	276	motion-picture films, stock company formed, Denmark.....	194
gas, natural, shortage feared, Moncton.....	793	stock companies, registration and classi- fication.....	116
hay, community harvesting, British Co- lumbia.....	1005	stock exchanges, new, China, Shanghai stocks, after-war trading, Finland.....	899
highways, toll gates removed, Ontario, Prescott.....	734	See also Banks and bankine: Finances.	309
jars, glass preserving, demand.....	35	Carleton, A. T. (consul, Hongkong), engines, marine, requirements.....	796
linen mill, operations, Moncton.....	702	motion pictures, situation.....	218
lobster fishermen hold meeting, Yar- mouth district.....	418	motor cars and public roads.....	746
lumber, exports to United States.....	263	newspapers, old, market.....	436
trade commissioner for Great Britain and Europe.....	610	rice, market, prices, and exports.....	956
manganese, production, British Columbia oleomargarine, trade regulations.....	161	shipbuilding, contract for standard ships launching of standard ships.....	978
paper, news print, exports to United States.....	263	tin, exports to United States.....	1159
potato grading, uniform system advoc- ated.....	962	toilet articles, trade suggestions.....	834
pure-food regulations, changes.....	348	Carlson, H. T. (vice consul, Christiania, Nor- way), farms, improvements proposed.....	964
railway bought by American interests, New Brunswick.....	369	fishing industry, government aid.....	154
railways, fast freight fish service.....	50	gold reserve, Norges bank.....	57
freight rates increased.....	418, 664, 1159	harbors, improvements proposed.....	1
improvements.....	143	investments, government, in northern Norway.....	72
inspection, novel method.....	199	merchant marine, report.....	186
shop employees, McAdoo schedule adopted.....	1139	mineral water, activities of companies.....	210
rebuilding and extension of Halifax.....	423	shipbuilding, cost-plus plan adopted.....	118
road improvement, need, Ontario.....	1146		18
rubber, crude, importation prohibited.....	49		

	Page.		Page.
Carpets. <i>See</i> House furnishing goods.		China, rice, crop conditions, Swatow.....	1124
Carriagan, Clarence (consul, Lyon, France),		market, prices, and exports.....	956
Lyon sample fair.....	234, 939	rugs, woolen, industry and trade, North	
school for commercial training, proposed.....	186	China.....	85
silk, raw, production statistics, world.....	36	sericulture, University of Nanking offers	
Carroll, B. H., Jr. (consul, Venice, Italy), wine		course.....	505
yield, estimated.....	1112	shipbuilding, contract for standard ships,	
Carter, J. G. (consul, Tananarive, Madagas-		Hongkong.....	978
car), electrical plants installed.....	802	launching of first standard, Hongkong.....	1159
graphite, exportation and production.....	630	skins, goat, exports, Chungking.....	707
tapioca, opportunities in industry.....	355	soaps, imports, Hankow.....	110
tractors, farm, introduced.....	840	soda, manufacture proposed, Tientsin.....	946
Cattle. <i>See</i> Live stock.		stock exchanges, new, Shanghai.....	899
Central Africa railway development, com-		tea trade, conditions, Foochow.....	906
pleted and proposed.....	696	telephones, automatic, adoption advo-	
Ceylon, cocoa machinery, American cata-		cated.....	82
logues wanted.....	585	tin, exports to United States.....	834
haberdashery, import statistics.....	631	tobacco growing, experiments, Manchuria	
leather goods, imports, 1916.....	821	toilet articles, trade opportunities, Hong-	
plumbago situation.....	535	kong.....	964
Chamberlain, G. A. (consul general, Mexico		trade conditions, Shanghai.....	940
City), alcohol, methyl, supply available	1170	trading places to be opened in Manchuria	
beer, import duty lowered.....	353	and Mongolia.....	717
machinery, exempted from import duty.....	918	transportation problems, eastern Turkes-	
Chamberlain, G. E. (consul, Georgetown), im-		tan.....	972
ports prohibited, lists.....	98, 625	wheat, crop prospects, Nanking.....	1035
motor boats, trade opportunities.....	109	wolfram deposits, discovery, Swatow.....	79
Chambers of commerce. <i>See</i> Trade organiza-		China and earthenware, production of red pot-	
tions.		tery clay in France.....	1083-1087
Chapman, W. E. (consul, Mazatlan, Mexico),		Chocolate. <i>See</i> Cocoa.	
tomato seed wanted.....	375	Clocks. <i>See</i> Jewelry.	
Cheese. <i>See</i> Dairies.		Clothing. <i>See</i> Wearing apparel.	
Chile, catalogues, American, wanted.....	188	Clum, H. D. (consul, Calgary, Canada), wool	
electric goods, trade opportunities.....	274	clip, preliminary statistics.....	1016
exhibition, second annual, Punta Arenas	162	Coal, after-war plans for trade, United King-	
highways and motor-vehicle trade.....	1037	dom.....	391
iron and steel, markets.....	316	arrivals at Hull, England.....	419
parcel post, treaty with Brazil.....	14	consumption, American monopoly, Cuba,	
revenues, customs, statistics.....	594	Cardenas.....	1143
trade review, statistics, 1912-1917.....	594	consumption regulations, Spain.....	1175
trade with United States, 1917.....	407	deposits, development, Philippines.....	430
wool presses, market.....	930	working, Sweden.....	321
China, afforestation enterprises, Manchuria..	462	economy campaign, United Kingdom.....	927
asphaltum, purchases.....	618	German, prices in Switzerland.....	195
bristles, exports, Chungking.....	695	government control, Italy.....	1063
castor oil, exports, Tientsin.....	713	imports, Brazil.....	194, 558
coal, situation and prices, Swatow district.	379	Greece.....	670
cotton, cultivation experiments with Am-		lignite, mining development, Greece.....	512, 667
erican.....	185, 585	syndicate of interests, proposed, Italy.....	245
cotton goods, trade, Chungking.....	620	mines, exploitation by company, Brazil.....	541
Foochow.....	1054	mining, conditions, Venezuela.....	425
cotton mill, Japan-China company, Shang-		situation, China, Swatow district.....	379
hai.....	799	prices, United Kingdom.....	221, 347
dyes and dyestuffs, situation.....	279	probable restrictions, Germany.....	1164
trade opportunities.....	892, 899	production figures, New Zealand.....	997
vegetable, source of production.....	90	reasons for shortage, United Kingdom.....	369
electric light and power plant, Antung.....	1158	regulations and prices, Canada.....	662
engines, marine, requirements, Hongkong.....	796	trade statistics, United States.....	507, 683
firms, lists of American.....	6	<i>See also</i> Fuel; Mines and mining.	
harbor plans for Shanghai.....	742	Cocoa, crop prospects, Guadeloupe.....	1135
hides, cow and buffalo, exports, Chungking.	675	crop, small, Dominican Republic.....	903
hosiery mill, plans, Shanghai.....	1088	statistics, Brazil, Bahia.....	1206
inland waterways, traffic conditions.....	682	cultivation methods, Ecuador.....	419
iron and steel, markets.....	317	disease in plantations, Ecuador.....	814
iron works, proposed, Peking.....	908	importation restricted, United States.....	129
loan, second reorganization.....	744	prices and exports, Ecuador, Guayaquil.	1043
seventh year domestic.....	733	supply, accumulated, Gold Coast.....	558
locomotives, standard, American opportu-		Codoner, M. J. (vice consul, Valencia, Spain),	
nities.....	794	use of iron electrical conduits.....	1162
lubricants, imports, Hankow.....	110	Coffee, crops damaged by frost, Brazil.....	827
map, commercial, prepared.....	211	exports and prices, Brazil.....	760
motor boats, market, Amoy.....	998	Ecuador, Guayaquil.....	1043
Tientsin.....	998	freight rates, high, Brazil to Italy.....	564
motor cars and public roads, Hongkong.	746	import licenses, Brazil to New Orleans.....	241
Manchuria.....	747	production, Dutch East Indies.....	116
musical instruments, demand small, Foo-		situation, valorization, Brazil.....	1044
chow.....	901	trade conditions, Venezuela.....	584
newspapers, old, market, Hongkong.....	436	Coffin, A. G., Jr. (vice consul, Bahia, Brazil),	
oil, castor, inspection advised.....	817	cocoa crop.....	1206
tea, production and exports, Hankow.....	134	harbor facilities improved.....	1069
oil seeds, production, Yunnan.....	888	Colombia, chamber of commerce, American,	
pencil factory opened.....	615, 918	Barranquilla.....	1043
port, government asked to declare Wan-		conference, financial, first session.....	334
hsien open.....	718	dyes and dyestuffs, situation.....	279
postal service, international reply coupons.	847	petroleum, development in new fields.....	329
railways, extension, project, Nanchang-		tariffs, customs procedure and warehouse	
Kukiang.....	1030	charges.....	269
mileage extended and reforms advo-		telephone system, municipality pur-	
cated.....	67	chases.....	1115

	Page.		Page.
Commission merchants. <i>See</i> Trade representatives.		Cotton goods, manufacturing regulations, Italy.	1087
Concessions, cork, granted by Portugal.	1151	trade opportunities, British West Africa.	849
packing house, granted, Brazil, Rio Grande.	37	Mexico, Acapulco.	1062
petroleum land, granted to English company, British Guiana.	356	piece-goods trade, China, Foochow.	1054
port construction, Italy, Milan.	551	textile industry, outlook, Italy.	996
power and lighting, electric, Argentina, Puerto Desado.	67	trade report, China, Chungking.	620
power plant, hydroelectric, authorized, Australia.	454	<i>See also</i> Textiles: Wearing apparel.	
railway, law governing, Venezuela.	1066	Cottonseed. <i>See</i> Oilseeds.	
solicited by Buenos Aires firm, Argentina.	703	Credit and credit methods, financing imports, Portugal.	451
salt deposits developed, Netherlands.	499	suggestions, Switzerland.	1125
water rights, applied for, Venezuela.	374	tea, foreign shipments, Morocco.	201
Confectionery, export allowed, Spain.	305	<i>See also</i> Trade extension.	
Cooke, A. B. (consul, Patras, Greece), cur- rants, crop estimate.	219, 369	Crops. <i>See</i> Agriculture.	
olives, crop estimate.	225	Cuba, castor beans, acreage, Isle of Pines.	434
wheat, crop estimate.	343	closing law, regulates business hours.	699
Cooperage. <i>See</i> Lumber and wood products.		coal, consumption, Cardenas.	1143
Copper. <i>See</i> Metals and minerals.		electric current, Cienfuegos.	963
Corafa, C. M. (vice consul, Athens, Greece), profits of merchant marine.	65	grapefruit, crop estimate, Isle of Pines.	114
Corbitt, G. (vice consul, Lyon, France), pro- duction of red pottery clay.	1086	hotel, construction, Cienfuegos.	1087
Cordage and twine, cordage and rope trade, Jamaica.	828	jute, production and manufacture pro- posed.	985
cordage, manila, trade, Venezuela.	908	knit goods, trade opportunities.	121
industry, possibilities, Philippine Islands.	634	motor boats, demand.	1109
rope, demand in schooner building, Curacao.	867	show-window equipment, demand.	979
trade, exports and imports, Switzerland.	876	sugar, exports to United States.	993
twine, paper binder, made in Denmark.	834	telegraphy, wireless, station completed, Isle of Pines.	959
<i>See also</i> Fibers.		tractors, use increasing.	1082
Cork, concessions granted, Portugal.	1151	water and sewerage system, appropria- tion authorized, Santiago de Cuba.	971
crown corks, duties increased, Mexico.	252	water system, installation, Cienfuegos.	888
harvest, estimate, French Africa.	620	Culver, H. S. (consul, St. John, New Bruns- wick, Canada), agricultural statistics.	1193
manufactured articles, imports, Argenti- na.	400	Cunningham, E. S. (consul general, Hankow, China), lubricants and soaps, imports.	110
pine, adopted, Sweden.	512	tea oil, production and exports.	134
Corn. <i>See</i> Grain.		Curacao, demand for rope in schooner build- ing.	867
Cost of living, conditions, Rio de Janeiro.	216	woods, trade conditions.	15
prewar and present prices, South Africa.	698	Currency and coinage, bank notes, foreign, exportation limited, England.	849
prices, relief sought, Scandinavia.	1112	circulation, condition, Spain.	1153
Cotton, American, cultivation experiments, China.	585	coin, bullion, etc., export control, United States.	1201
consumption and supplies, England.	1027	currency notes, circulation values, Siam.	133
United States.	195, 615, 1036	exchange, conditions and effect, Brazil.	756
control of trade, Egypt.	647, 1064	exchange, finance, and trade balance, Uruguay.	246
England.	647	gold specie, accumulation, Japan.	649
credit methods, for imports, Portugal.	451	laws, modified, Mexico.	253
crop conditions, Egypt.	353, 897, 1137	monetary conditions, Brazil.	763
crop report, Nigeria.	41	Japan.	1182
South Africa.	243	monetary system, reform proposed, Spain.	159
United States.	99	<i>See also</i> Banks and banking: Capital and investments: Finances.	
cultivation, report, South Pacific Islands.	1126	Curtice, R. S. (vice consul, Seoul, Chosen), insect powder, production.	166
demand, Italy.	996	rice crop, estimate.	1194
freight rates, shipments to Japan.	506	Cutler, B. S. (Chief of Bureau), qualifications of commercial agents.	1013
shipments to Spain.	1154	trade organizations thanked for coopera- tion.	468
ginning, statistics, United States.	930	Cutlery. <i>See</i> Hardware.	
growing, association report, British col- onies.	854	Dairies and products, butter, prices fixed, England.	1055, 1169
Investigation of facilities, Australia.	1135	butter, production increased, Denmark.	154
possibilities, Brazil.	766	cheese, added to export conservation list, United States.	1137
Turkey.	979	cream separators, market, South Africa.	638
Venezuela.	642	dairying, situation in Scotland.	310
import duty, inferior cottons, Spain.	401	milk, condensed, production, South Africa.	885
imports, Italy, Genoa.	1063	dried, production, New Zealand.	415
official supervision, Italy.	769	products, restrictions on sale, Algeria.	1190
industry, government regulations, new, England.	306	Damm, H. C. A. (consul, Stavanger, Norway), herring fishery, Alaska.	184
mill, company being organized, Shanghai.	799	olive oil, central stores proposed.	328
construction, Australia, Victoria.	1093	Davis, J. K. (consul, Antung, China), affor- estation enterprises, Manchuria.	462
prices, fixed by committee, England.	609, 844	electric light and power plant, construc- tion.	1158
production, prewar, German East Africa.	662	silk, wild (tusssah), crop, Manchuria.	1065
spinning mills, government control, Japan.	200		
output, Sweden.	643		
<i>See also</i> Fibers.			
Cotton goods, American catalogues wanted, French West Africa.	663		
cloth, exports, Japan.	181, 324		
imports, 1916, Sweden.	614		
statistics, South Africa.	1099		

	Page.		Page.
Davis, T. D. (consul, Grenoble, France), economic region, formation.....	421	Dominican Republic, sewers, construction authorized, Santiago de los Cabal- leros	664
farm machinery, power, catalogues wanted.....	1166	telephones and telegraphs, systems and service.....	344
Dawson, C. I. (consul, Tampico, Mexico), petroleum exports.....	1087	trade review, exports to United States...	797
Dawson, Wm., Jr. (consul, Montevideo, Uru- guay), alcoholic beverages.....	422, 897	wheat, growing experiments.....	813
brick, manufacture and use.....	841	Dorsey, W. R. (consul, Quebec, Canada), lumber, to United States.....	263
budget extended.....	727	Dow, E. A. (consul, Ciudad Juarez, Mexico), manganese ore, supply offered.....	998
cement, production and imports.....	826	Dreher, J. D. (consul, Colon, Panama), bank changes name.....	351
congress, commercial, postponed.....	82	church building, Seventh-day Advent- ists, work begun.....	262
cutlery, trade conditions.....	845	coconut and palm oil, American factory...	709
dry docks and slipways.....	73	exports to United States.....	350
foodstuffs, prices fixed by Government...	805	manganese deposits found.....	264
hogs, breeding stock received.....	326	population, Canal Zone.....	702
jerked beef, production.....	349	soap factory, American, construction...	709
journal, engineering, Spanish-English, founded.....	426	Dreyfus, L. G., Jr. (consul, Malaga, Spain), castor oil, production.....	108
labor and wages, law affecting.....	867	red oxides, production and exports.....	412
laundries, municipal, construction.....	812	Drugs and chemicals, acetylene, production, Brazil.....	829
metal ware, trade opportunities.....	889	alcohol, methyl, offer of supply, Mexico...	1170
metric system, use required.....	908	production from sotol, Mexico.....	503
precious stones, output and demand.....	786	camphor, crude, exports to United States, Japan.....	568
prices, maximum, Government fixes....	406	production, Japan.....	299, 711
shipping regulations modified.....	62, 799	castor oil, exports, China, Tientsin...	713
wool shipments.....	337	production, Spain, Malaga district...	108
Denby, Charles (special assistant, Depart- ment of State), standardization of loco- motives in China.....	787	chemicals, imports, Indo-China.....	852
Denison, F. C. (consul, Prescott, Canada), toll gates removed.....	794	Tunis.....	802
Denmark, bank statistics.....	734	trade review, 1917, Germany.....	392
beer, production and consumption.....	208	chlorine, trading restrictions, England...	1009
butter, production increased.....	103	creosote oil, importation from Japan per- mitted, United States.....	610
cement, industry and trade.....	154	drugs, standard, new ruling, Australia...	1007
cloth, standard, to be manufactured.....	71	exports and imports, 1917, Japan.....	992
company, formed for trade with Argen- tina.....	830	exposition, fourth national, United States	1212
cost of living, relief sought.....	1107	insect powder, production, Japan, Chosen	186
crop conditions.....	1112	lime, acetate of, offer, Mexico.....	1170
dental supplies, shortage.....	819	menthol, output, Japan, Hokkaido...	677
export-import house, new.....	1042	naphthalene, extensive use, Macedonia...	461
fiber substitutes.....	581	oxygen, production, Brasil.....	829
fish cannery, company formed.....	169	patchouli, production, Straits Settle- ments.....	1008
harbor works, Rodby and Rungsted.....	927	pharmaceutical preparations, manufac- ture, Brazil.....	650
match company organized.....	795	potash salts, government control, Spain...	130
motion-picture films, distributing com- pany.....	643	quinine, dispensaries established, Brazil...	70
motor boats, demand.....	194	rosin, production, India.....	7
pasteboard boxes, substitute for tin.....	719	soda, caustic, manufacture, Brazil... 42, 292, 323	
power, electric, distribution.....	1067	rules governing sale and export, United States.....	322
rubber devulcanizing.....	106	shortage, New Zealand.....	1017
shoes, stamping of retail prices on soles...	84	situation, Japan.....	999
shipping agreement with United States...	790	soda, manufacture proposed, China.....	946
sugar production, 1913-1917.....	1073	sulphide of carbon, government fixes price, Italy.....	444
tannery, construction proposed.....	989	sulphite spirits, manufacture, Sweden...	969
trade agreement with Germany.....	331	superphosphates, maximum prices, Italy	279
typewriters, manufacture.....	1063	Dumont, F. T. F. (consul, Florence, Italy), market for unexposed cinema films.....	501
twine, paper binder, manufacture.....	509	Dunlap, M. P. (consul, Odense, Denmark), dental supplies, shortage.....	1042
Dennison, E. H. (consul, Birmingham, Eng- land), buildings, standardized indus- trial, demand.....	834	Dunn, J. A. (vice consul, Barranquilla, Co- lombia), petroleum, development in new fields.....	329
electric supply project.....	731	telephone system, municipality pur- chases.....	115
engines, marine, for coal barges.....	699	Dutch East Indies, coffee production...	116
gas bags, for motor cars.....	124	exports to United States.....	190
gas, charges increased.....	183	harbor works, Soerabaya.....	829
iron and steel, markets.....	244	rubber, plantation, exports, Soerabaya...	111
Midland, trade activities.....	317	sugar trust, operations, Java.....	672
wages and output.....	33	Dye, J. W. (consul, Port Elizabeth, South Africa), ostrich feathers, market con- ditions.....	639, 1103
public utilities, annual report.....	188, 266, 440, 1050	ostriches, breeding problems.....	1111
stocks, industrial, after-war trading...	2	spices, import statistics.....	332
trade review, industries.....	410	trade review, produce market.....	1094
Dental supplies, shortage, Denmark.....	309	wool, mohair, market.....	642
Dickinson, H. J. (consul, Batavia, Dutch East Indies), coffee production.....	325	wool, record shipment.....	1109
exports to United States.....	1042		
rubber, plantation, exports.....	116		
Dickinson, Thomas (vice consul, Monterey, Mexico), crop estimates.....	190		
trade review, exports to United States...	111		
Dominican Republic, cocoa and tobacco crops.....	155		
public works, appropriations made.....	712		
railway traffic, statistics.....	903		

	Page.		Page.
Dyer, F. J. (consul, Ceiba, Honduras), crop shortage.....	618	Edwards, Paul L. (commercial attaché, The Hague), sausage, standard, cost, Netherlands.....	1031
Dyes and dyestuffs, color card, standard, United States.....	663	securities, foreign, government control of importation advocated, Netherlands.....	20
dye, artificial, industry, Japan.....	847	trade, after-war plans, Netherlands.....	853
dye expert wishes to represent American firm, England.....	741	Edwards, T. D. (consul, Cornwall, Canada), firewood, market.....	420
dyes, imports, Siam.....	364	Eells, S. W. (vice consul, Hamilton, Bermuda), lace and embroidery market.....	373
market, Aden.....	860	Egypt, capital and investments, statistics of foreign.....	170
China.....	862	cotton control, rules governing.....	647, 1064
Morocco.....	863	cotton crop, condition.....	353, 897, 1137
Straits Settlements.....	864	cotton growing, association report, Sudan glass imports.....	834
Venezuela.....	865	population, foreign.....	171
progress in industry, United States.....	1212	rice, crop conditions.....	1137
trade opportunities, China.....	869	Suez Canal, traffic, 1917.....	1180
industry, development, Japan.....	452	sugar, crop conditions.....	1137
government aid, England.....	705	Electrical machinery and apparatus, American opportunities, Chile.....	274
situation, China.....	279	conduits, iron, use, Spain, Valencia.....	1162
Colombia.....	279	suggestions to American makers.....	884
England.....	279	exhibition, samples of goods used abroad, United States, New York City.....	661
India.....	282	imports, five years, Madagascar.....	802
New Zealand.....	283	industry, development, England.....	190
Portugal.....	283	magnets, importation prohibited, Australia.....	1
Spain.....	284	market, Cuba, Cienfuegos.....	963
Switzerland.....	285	micanite, manufactured, Sweden.....	771
vegetable, source of production, China.....	90	supplies, limited market, Mexico, Lower California.....	1144
Earthenware. <i>See</i> China and earthenware.		need, South Africa.....	902
Ecuador, cacao, disease spreading in plantations.....	814	trade policy, after the war, England.....	376
cocoa, cultivation methods.....	419	trade review, ten years, Siam.....	420
industrial propaganda, El Telegrafo.....	307	<i>See also</i> Lights and lighting; Machines and machinery.	
market report, Guayaquil.....	257	Elevators. <i>See</i> Stores and warehouses.	
municipal buildings, bids for construction wanted.....	697	Embargo. <i>See</i> Legislation.	
railway construction, German firm's work inferior.....	846	Engines. <i>See</i> Machines and machinery; Railway equipment.	
trade review, Guayaquil.....	533, 1043	England, act, British companies, amendments suggested.....	947
Education, agricultural, Australia.....	444	automobiles, electric, demand.....	286
college classes for discharged soldiers, England.....	120	bank deposits, statistics, 1917-1918.....	930
commerce, school of, University of Oregon, United States.....	915	bank notes, foreign, exportation limited.....	849
conditions, annual report, Rio de Janeiro, farm bookkeeping, lecturer proposed, Scotland.....	216	books, prices increased.....	98
fellowships and studentships, research, established, Canada.....	310	buildings, standardized industrial, market.....	731
foreign trade, cooperation of government bureaus, United States.....	21	bureau, French commercial, established.....	134
language, Japanese, taught in schools, Australia.....	916	butter, price restrictions.....	1055, 1189
library, commercial, opened, Leeds, England.....	121	canals, improvements proposed.....	124
motion-picture films, proposed use in Siberia.....	439	chlorine and compounds, trade restrictions.....	1009
project, American opportunities, cinematographs, libraries, appliances, etc., Siberia.....	723	cloth, standard, specifications.....	1103
schools, medicine and agriculture, French Africa.....	723	coal, arrivals at Hull.....	419
municipal, commercial training, France.....	1167	prices increased.....	221
manual training, established, Brazil.....	186	commercial policy, committee report.....	376
trade, proposed, Brazil.....	614	commerce, students' degree, course, Edinburgh University.....	537
to be established, France.....	197	communal kitchens.....	520, 1057
sericulture, University of Nanking offers course, China.....	227	conference, war cabinet.....	737
sheep breeding taught, Australia.....	505	cotton, consumption and supplies.....	1027
textiles, training, proposed for students, Leeds, England.....	571	control, rules governing.....	306, 647, 1064
Edwards, C. S. (consul, Santo Domingo, Dominican Republic), public works, construction appropriation made.....	433	prices, fixed by committee.....	609
trade review, exports to United States.....	542	crop conditions.....	135, 566, 874
wheat growing to be tried.....	797	dock charges, Bristol.....	57
Edwards, Paul L. (commercial attaché, The Hague), agricultural research company proposed, Germany.....	813	dried fruits, prices fixed by government.....	324
bank, Netherlands, charter revision proposed.....	974	dye expert wishes to represent American firm.....	741
crops, prices fixed, Netherlands.....	12	dye industry, government aid.....	705
fats, shortage, Netherlands.....	980	dyes and dyestuffs, situation.....	279
law establishing distribution courts for commodities, Netherlands.....	1002	electric company, operations, Bristol.....	1029
potatoes, market conditions, Netherlands reclamation, draining Zuider Zee, Netherlands.....	864	electric power plant, municipal, Leeds.....	278
	179	Nottingham.....	55
	877	electric supply project, Birmingham.....	699
		electrical machinery, industry.....	190
		embargo list, export, changes.....	561
		engines, marine, for canal barges.....	124
		exhibition, scientific products, report.....	936
		exports, Hull to United States.....	436
		London to United States.....	305
		fair, leather, Leeds.....	506
		fish, catch and value, Hull.....	534
		furs, summer sale, London.....	678
		galalith, manufacture and use.....	811

	Page.		Page.
England, gas bags, for motor cars.....	183	Expositions and conventions, exhibition,	
gas, charges increased, Birmingham.....	244	territorial, Chile.....	162
gas works, municipal, report, Nottingham.....	54	textile samples, foreign, New York City.....	380
grease, recovery from waste materials.....	357	fair, annual, October, Brazil.....	772
hides and skins, market, London.....	734	Basel to alternate with Lausanne, Switzerland.....	677
industrial arbitration, compulsory, opposed.....	230	leather report, Leeds, England.....	506
iron and steel, trade activities.....	188, 266, 317, 440, 1050	sample, third Lyon.....	234, 629
production, Midland.....	33	third, Canton of Vaud, Switzerland.....	345
wages and output.....	2	second Glasgow industries.....	830
jute yarn and goods, prices.....	881	financial conference, first session, Colombia.....	334
knit goods, regulation of dyeing and sale.....	913	fisheries, American-Canadian conference, work completed.....	974
lace and embroideries, gold, use restricted.....	289	Canadian association, Halifax.....	619
leather and shoes, trade conditions, Leeds.....	226	exhibition, chemical, fourth national, United States.....	1212
library, commercial, opened, Leeds.....	439	commercial, permanent, Japan, Harbin.....	651
margarine, kosher, manufacture.....	1053	scientific products, report, England.....	936
municipal enterprises, annual report, Nottingham.....	54	fair, Lyon, sample, 1919, suggestions to American exhibitors, France.....	939
oilseed trade, Hull.....	466	meeting, lobster fishermen, Canada.....	418
paper and products, trade restrictions.....	592	museum, commercial, opened, Mexico City.....	245
port charges, Manchester ship canal.....	65	proposed, Singapore.....	395
prices, cotton, committee control.....	609	show, corn and cotton, Brazil.....	272
Tokyo, New York, and London.....	933	war cabinet, conference, London.....	737
wearing apparel.....	499	winter fairs, value, New Zealand.....	407
public utilities, annual report, Birmingham.....	410	Feedstuffs, carob beans, method of feeding, Algeria.....	238
radio-active substances, trade restrictions.....	657	export to West African colonies, ruling, United States.....	1031
railways, street, annual report, Leeds.....	295	exportation, limited, United States.....	564
ship, ferro-concrete, first built.....	592	forage, duties, modified, Mexico.....	253
rivetless, launched.....	467	hay, government fixes prices, Netherlands.....	208
slag, furnace, use for roads.....	1157	linseed oil cake, exportation to Canada, ruling, United States.....	581
soldiers, discharged, college classes proposed.....	120	standards established, Canada.....	102
stocks, after-war trading.....	309	straw, wheat and rice, prices fixed, Italy.....	598
tax, luxury, proposed.....	979	See also Agriculture; Grain.	
textiles, Peruvian designs recommended, technical training proposed.....	222, 433	Ferrin, A. W. (acting commercial attaché, Peking), cotton mill, Japan-China company being organized, Shanghai.....	799
timber trade, rationing scheme.....	494	iron works, proposed, Peking.....	908
tin containers, substitutes.....	30	loan, second reorganization, China.....	744
tin plate, saving effected.....	110	seventh year domestic, amount subscribed, China.....	738
town planning, project, Leeds.....	1048	port, government asked to declare Wanh-sien open.....	718
proposed, Bristol.....	1130	railway extension, project, China.....	1030
trade extension, after the war, suggestions.....	806	soda, manufacturing plant proposed, Tientsin.....	946
trade restrictions, bulletin published.....	242	stock exchanges, new, Shanghai.....	899
trade review, exports to United States, Bradford.....	417, 857	trading places to be opened in Manchuria and Mongolia.....	717
London.....	673, 1125	Fertilizers, bones, export duties modified, Mexico.....	253
industries, Birmingham.....	325	bones, placed on export conservation list, United States.....	609
tramways, annual report, Nottingham.....	54	shipped to Seattle from Pribilof Islands.....	1115
Sheffield.....	502	chemical, sale regulated, Brazil.....	822
vehicles, electric, demand.....	236	cyanamid, prices fixed, Italy.....	375
wages, cotton trade, Lancashire.....	53	factory, construction proposed, Cape Town, South Africa.....	424
dyeing and textiles trades, Yorkshire.....	889	mineral, government control, Spain.....	1166
farm employees, Yorkshire.....	1034	nitrogen laboratory, new, Japan.....	700
wool and woolen goods, government control.....	4, 881	phosphates, deposits, Pacific Islands.....	1139
woolen rags, government controls.....	455	potash, exports, 1911-1913, Germany.....	1006
See also United Kingdom.		production and sale, regulation proposed, Spain.....	130
Evans, E. E. (vice consul, Madrid, Spain), automobiles, American opportunities.....	1176	production, Japan.....	718
potash salts, government regulation.....	130	superphosphates, maximum prices, Italy.....	279
Everley, H. E. (special agent), chairs, grades, prices, and duties, Argentina.....	1028	tetraphosphate, use and manufacture, Italy.....	1025
furniture, metal, market, Argentina.....	865	Fibers, agave, market sought in United States, Mexico.....	575
Exchange rates. See Currency and coinage.		esparto, industry, Spain.....	29
Explosives, authorized for importation, list, India.....	1007	flax, acreage increased, Canada, Ontario.....	17
fireworks, government restrictions, Brazil.....	65	crop requisitioned, Netherlands.....	201
percussion cap, manufacture of new, Sweden.....	685, 808	decorticating machine, invention, Scotland.....	988
Export licenses. See United States.		harvest begun, Scotland.....	819
Expositions and conventions, convention, chambers of commerce, Mexico.....	1090	machine puller demonstrated, Canada.....	711
congress, commercial, postponed, Uruguay, Montevideo.....	845		
industrial, first meeting, Brazil.....	250		
journalism, first, preparation, Brazil.....	541		
exhibition, electrical goods used abroad, New York City.....	661		
Japanese samples in South America, Japan.....	700		
live stock, second national, Brazil.....	798		

	Page.		Page.
Fibers, hemp, government inspection, Philip- pines	641	Fish and fisheries, fish, cured, import per- mitted from New Foundland and Canada, United States	849
maximum prices, Italy.....	943	distribution, United States.....	651
overproduction, New Zealand.....	330	shipments from Gulf region, United States.....	309
production, 1917, Italy.....	1098	fisheries, importance, Canada, Nova Sco- tia.....	619
shortage, Sweden.....	1102	fisheries laws, enforcement, United States.....	329
henequen, production reduced, Mexico.....	330	fisheries vessel, "Roosevelt," activities, United States.....	311
jute, crop forecast, India.....	1011	herring and mackerel, importation from United Kingdom permitted, United States.....	641
cultivation proposed, Cuba.....	985	herring, fishery, possibilities, Alaska.....	184
industry, development, India.....	58	packed, regulations governing, New- foundland.....	19
trade injured by restrictions, Scot- land.....	265	progress, Venezuela.....	57
jute textiles, trade conditions.....	538, 710	kitchen, experimental, preparation of fish for table, United States.....	1069
jute yarn, prices fixed, England.....	861	limitations proposed, Copper River, Alaska.....	1148
trade conditions, Scotland, Dun- dee.....	241, 398	lobster fishermen, meeting, Canada.....	418
kapok, use, United States.....	562	mackerel, catch, Sweden.....	493
maguey leaves, export duties, modified, Mexico.....	253	rescue work on Mississippi River.....	1143
market sought in United States, Mexico.....	20	salmon, sockeye, marking stations estab- lished, United States, Puget Sound.....	1076
nettle, collection encouraged, Germany.....	869	shad, catch, 1918, United States.....	226
ramie, production, Taiwan.....	1191	shipments, discontinued during August, United States, Gulf region.....	607
substitute, "peat wool," Scandinavia.....	169	supply and distribution, Canada.....	514
<i>See also</i> Cordage and twine; Cotton.		tunny fish, catch, Tunisia.....	745
Fiji Islands, trade conditions	994	turtle fishing, Panama.....	553
Finances, appropriation, public works		wardens, reciprocal arrangements, Alaska whales, fishery operations, Norway.....	1135 46
Dominican Republic.....	542, 971	intestines used for gloves, Norway.....	639
bond issue, road debentures, New Bruns- wick, Canada.....	344	<i>See also</i> Foodstuffs.	
bonds, exchange, to be issued, Japan.....	954	Flavoring extracts and spices, imports of spices, South Africa.....	332
budget, current year, Venezuela.....	290	spices, price increased, Canada.....	1133
estimates, Belgium Kongo.....	595	vanilla, crop and exports, Guadeloupe.....	600
Brazil.....	870	Flax. <i>See</i> Fibers.	
Siam.....	120	Fleming, Rufus (consul, Edinburgh, Scot- land), agricultural implements, demand commerce, students' course, Edinburgh University	378 537
Uruguay.....	828	crop, conditions, Scotland.....	566
figures, Norway, Bergen.....	796	road construction after the war.....	542
conditions, Brazil.....	216, 763	Fletcher, H. P. (American ambassador, Mexico), denouncement of mining claims by foreigners permitted duties on paper payable in kind mining law modified oil wells, modification of decree	273 333 644 467
conference, financial, Colombia.....	334	Flour, exports, 1917-18	404
finance and trade, Uruguay.....	246	imports of Chilean, Venezuela.....	110
gold specie, accumulations, Japan.....	403	mills, output, Algeria.....	840
loan, foreign, issues, on market, amount, Japan.....	319	prices, government fixes maximum, Uru- guay.....	63
internal, Uruguay.....	563	substitutes, regulations amended, Can- ada.....	401
railway construction, Japan.....	719	tapioca, on export conservation list, United States.....	610
second reorganization, China.....	744	<i>See also</i> Agriculture: Grain.	
seventh year domestic, China.....	733	Foodstuffs, bean cake, use as foodstuff advo- cated, Japan	382
public debt, plan for meeting, New Zealand.....	388	beans, canned, license for export, pro- cedure, United States.....	567
revenue, collections, South Africa.....	919	bread, baking with waste heat from gas works, Iceland.....	1099
customs and excise, Scotland.....	830	prices, government fixes maximum, Uruguay.....	63
customs, Chile.....	594	primitive baking methods, Spain.....	1214
Mexico, Vera Cruz.....	829	rules affecting manufacture, Spain.....	1121
government, 1914-1918, Italy.....	732	canned goods, imports, Canada.....	221
internal, receipts, Brazil.....	264	domestic sale, government control, Uruguay.....	371
land, report, India, Burma.....	1079	dried fruits, government fixes prices, England.....	334
receipts, 1917-1918, New Zealand.....	1110	exportation to West Africa limited, United States.....	564
securities, importation, government con- trol advocated, Netherlands.....	20	fats, rations reduced, Netherlands.....	482, 1002
stocks, after-war trading, England.....	308	fish meal, production, United States.....	180
tax, certain corporations, Brazil.....	579	food administration created, Brazil.....	612
luxury, proposed, list of articles, Eng- land.....	979	garlic, importation from Italy permitted, United States.....	635
resale of merchandise by nonresident aliens, United States.....	226		
war, articles in foreign commerce, United States.....	1188		
<i>See also</i> Banks and banking; Capital and investments.			
Fish and fisheries, cannery, company being formed, Denmark	927		
catch, annual report, Scotland.....	435		
England, Hull.....	534		
Norway.....	323		
United States, New England ports.....	194, 558		
Washington, Seattle.....	210, 591		
coastal fisheries, New York and New Jersey.....	534		
cod, catch, bait, St. Pierre.....	481		
catch on western coast, Norway.....	154		
conference, American-Canadian, work completed.....	974		
convention, Canadian Association, Hal- ifax.....	619		
crayfish, preserved, exports, South Africa.....	889		
demonstration work, preparing fish, United States.....	261		

	Page.
Foodstuffs, imports, statistics, Brazil.....	596
macaroni paste, trade restrictions, Italy.....	1010, 1164
margarin, factory proposed, Cape Town, South Africa.....	424
manufacture of kosher, England, Hull.....	1053
milk, dried, production, New Zealand.....	415
ministry established, Italy.....	114
oleomargarine regulations, Canada.....	467
onions, exports, 1917-18, Spain.....	396
potatoes, crop outlook, Scotland.....	310
prices, government control, Uruguay.....	64
prices, government regulation, Uruguay.....	326
rations, per person per month, Switzerland.....	843
rice, crop prospects, Siam.....	1015
imports, 1914-1917, Jamaica.....	752
restricted, United States.....	346
statistics, Morocco.....	649
Tunis.....	846
market and prices, China.....	950
mill, German, sold to Chinese firm, Siam.....	707
prices, government control, Japan.....	163
trade conditions, Algeria.....	402
shipments to West African colonies, ruling, United States.....	1031
situation, Austria-Hungary.....	504
tapioca production, French Africa.....	355
tomatoes, fresh, importation from Bahamas, United States.....	961
tomato soup, exportation permitted, United States.....	1155
vegetables, drying industry, government control, Germany.....	954
import from Cuba, ruling, United States.....	658
prices, government control, Uruguay.....	63
See also Agriculture: Fruit: Fish and fisheries; Flour: Grain: Prices.	
Forestry, afforestation enterprises, Manchuria.....	462
commission established, Canada, New Brunswick.....	22
company, Siam Forest, name changed, Siam.....	115
consumption of timber, South Africa.....	909
forestry works, regulations, Italy.....	617
silviculture advocated, United Kingdom.....	443
survey, study to prevent exhaustion, Canada.....	804
transplanting process for big trees, Manchuria.....	462
See also Lumber and wood products.	
Foster, H. W., possibilities of cordage industry, Philippine Islands.....	634
Foster, J. G. (consul general, Ottawa, Canada), railway freight rates and operating expenses, Canada.....	664
France, cements, domestic, exports.....	137
crop, estimates.....	931
economic regions, formation.....	421, 1201
electricity in reconstruction, plans.....	515
fair, third Lyon, sample.....	234, 629
farm machinery, power, demand.....	1169
firms, commercial and industrial, new highways, Atlantic-Switzerland, plans.....	837
import syndicates, raw materials.....	886
mail service to places in Alsace.....	965
pottery clay, production.....	1206
precious stones, artificial, exportation.....	1083-1086
railways, earnings.....	529
reconstruction, industrial, plans.....	20, 228
school, commercial training, proposed.....	773
trades, to be established.....	186
tractors, need after the war.....	226
trade agreement, Franco-Spanish.....	823
trade convention, Franco-Canadian, abrogated.....	1018
trade review, Paris, exports to United States.....	771
walnuts, embargo partially removed.....	97
Franklin, L. W. (vice consul, Guayaquil, Ecuador), trade review.....	913, 1043

	Page.
Frazer, Robert, Jr. (consul, Kobe, Japan), copper industry.....	414
drugs and chemicals, exports and imports.....	992
engines, marine, demand.....	990
hinges, door, imports, 1913-1917.....	852
leather belting, demand.....	875
oils, vegetable, output.....	867
typewriters, increased demand.....	452
Freight and passenger rates, list of traffic committees, United States.....	488
ocean freight, raw cotton to Portugal.....	177
railway freight, Canada.....	413, 664, 1159
Italy.....	294
South Africa.....	334
Switzerland.....	323
street railway, passenger rates, Leeds, England.....	295
See also Railways; Ships and shipping; Transportation.	
French West Africa, catalogues, American hardware and cotton goods, wanted.....	663
cork, harvest estimate, Tunisia.....	626
hardwoods, mahogany and okoume, supply offered.....	1108
schools, medicine and agriculture, establishment.....	1167
tapioca production.....	355
Frost, A. C. (consul, Algiers, Algeria), carob beans, cultivation and exports.....	238
flour mills, output.....	840
iron and steel markets.....	315
leaf tobacco, requisition for armies.....	1191
letters mislent to Algiers.....	149
meat, restrictions removed.....	1190
notes, circulation increased, Bank of Algeria.....	1169
results of "foreign trade opportunity".....	347
rice, trade conditions.....	402
sugar consumption.....	740
Fruit, apple crop, below average, Canada, Yarmouth.....	975
apple crop, estimate, Canada, Nova Scotia.....	735
bananas, importation restricted, United States.....	369
berries, crop harvested, Scotland.....	698
citrus, import prohibited, Australia.....	801
crops, below average, Netherlands.....	903
condition, Canada.....	276
Switzerland.....	820, 1034
currants, crop estimate, Greece.....	219, 369, 1180
dates, crop prospects, Mesopotamia.....	1061
dried, fixed price list, England.....	324
prunes and peaches, export permitted to Canada.....	849
drying, government control, Germany.....	954
figs and raisins, market, Spain.....	1096
imports from Cuba to United States.....	658
grapefruit, crop, Isle of Pines.....	114
olives, crop estimate, Greece.....	225
production, 1917, Italy.....	1098
oranges, exports, 1913-1918, Spain.....	1207
plantains, importation restricted, United States.....	369
pomicultural station, authorized, Brazil.....	18
See also Canning and preserving.	
Fuel, alcohol, yield to be increased, Australia.....	441
ethyl gas, manufacture, Brazil.....	652
gas, natural, shortage feared, Canada, Moncton.....	793
goulime, distribution by government, New Zealand.....	1161
household use, United Kingdom.....	369
lignite, syndicate of interests proposed, Italy.....	245
motor spirits, shortage, New Zealand.....	612
oil, arrival of first cargo, Venezuela.....	36
peat, bog owners combine, Sweden.....	814
supply sufficient, Norway.....	640
See also Coal; Petroleum.	
Furniture, chairs, market conditions, Argentina.....	1028
import prohibited, Jamaica.....	672
show-window equipment, demand, Cuba.....	979
trade, conditions and opportunities, Paraguay.....	198
See also Lumber and wood products.	

	Page.		Page.
Furs and fur-bearing animals, exports of furs,		Gorsira, C. S. (vice consul, Curacao, Dutch	
Macedonia.....	461	West Indies), woods, trade conditions.....	15
furs, summer sale, England, London.....	678	Government activities, American seaman	
rabbit skins, exports to United States,		decorated by British government.....	599
Australia.....	225	bureau, census, established, Peru.....	386
rabbits, eradication, New Zealand.....	1156	French commercial, established, Eng-	
seals, by-products plant, Pribilof Islands.	1163	land.....	134
census, Pribilof Islands.....	1175	science and industry, new, Australia.....	131
<i>See also</i> Hides and skins.		census, kapok in United States.....	552
Gamon, John A. (consul, Acapulco, Mexico),		Virgin Islands, results published.....	968
cotton goods, trade suggestions.....	1062	Christmas buying, restricting, United	
Garrels, Arthur (consul, Alexandria, Egypt),		States.....	1090
cotton control, rules.....	627, 647	occupations, classification of registrants,	
cotton crop, conditions.....	353, 697	United States.....	396
crops, conditions favorable.....	1137	commercial statistics, compilation author-	
glass, imports, Egypt.....	834	ized, Brazil.....	602
Gas and gas fixtures. <i>See</i> Lights and light-		consular service, after-war plans, Nether-	
ing.		lands.....	853
Gassett, Percival (consul, Leeds, England),		development, Sweden.....	632
dyes and dyestuffs, situation.....	279	consulate, American established, Bolivia,	
electric power plant, expansion.....	278	Oruro.....	1114
fair, leather, report.....	506	department of agriculture, experiments,	
leather and shoes, trade conditions.....	226	India.....	1149
library, commercial, opened.....	439	department of commerce and industry,	
railways, street, annual report.....	295	plans of new, Australia.....	131
textiles, proposed training for students.....	433	department of industry, commerce, and	
wearing apparel, prices, England.....	489	labor, functions, Mexico.....	1092
woolen rags, government controls prices.....	455	dye industry, government aid, England.....	705
Gaulin, A. (consul general, Marseille, France),		education, foreign trade, cooperation of	
pottery clay, production.....	1065	government bureaus, United States.....	96
George, W. P. (vice consul, Athens), tobacco		forest survey, report, Canada, New	
crop, Greece.....	741	Brunswick.....	403
German East Africa, cotton production, pre-		housing, proposed plans, Germany.....	547
war.....	652	lumber-trade commissioner appointed	
Germany, agricultural research company		for Europe, British Columbia.....	610
proposed.....	974	purchases, by Brazil, in United States.....	879
canal system, improvement proposed.....	906	clothing, etc., United States.....	483
cement industry, situation.....	814	reconstruction, industrial, plans, France.....	773
coal, German, use in Switzerland.....	195	tide tables, Atlantic coast, United States.....	224
shortage, probable restrictions.....	1164	watches, tests by Bureau of Standards,	
commercial interests, Baltic Provinces.....	1213	United States.....	588
council, industrial, for Central Europe,		<i>See also</i> Building operations: Finances:	
formation.....	1166	Inland waterways: Irrigation and drain-	
eggs, drying process, new.....	1005	age; Legislation: Sanitation: Subsidies.	
fisheries in Baltic, proposed.....	83	Grain, barley and wheat, crops, Mesopotamia	1061
glue, shortage.....	680	barley, government requisitions, Italy.....	50
horses, Swedish, bring high prices.....	300	yield forecast, Japan.....	1001
hosiery, exports.....	137	cereals, crop estimate, Argentina.....	164
housing, after-war plans.....	547	Macedonia, Greece.....	459
labor conditions, March.....	558	Tunis.....	199
oleaginous plants, cultivation.....	987	sale restricted, England.....	1055
paper trade, government control.....	490	corn, crop prospects, Mexico.....	929
pig iron, taxation proposed.....	328	crops, conditions, Azores.....	934
potash, exports, 1911-1913.....	1006	South Africa.....	308
railway, electric, construction proposed.....	228	Switzerland.....	820
raw materials, post war plans.....	205	estimates, France.....	931
shipping companies, conditions.....	1032	report, New Zealand.....	268
textile factories, association of closed.....	21	Persia.....	393
textile substitutes.....	809, 1114, 1142	statistics, Canada, Ontario.....	1155
tin, shortage.....	498	elevators, construction prices, Australia.....	258
toy industry, substitutes in use.....	642	proposed, South Africa.....	300
trade agreement with Denmark.....	1068	maize, crop report, South Africa.....	243
trade review, chemicals, 1917.....	392	regulation of price, England.....	1055
vegetable and fruit drying, government		rye, government requisitions, Italy.....	50
trol.....	954	seed distribution, New Brunswick.....	261
wood, exports to United States.....	404	storage facilities, Australia.....	415
Gilbert, A. W. (vice consul, Nanking, China),		wheat, autumn-sown, outlook, Scotland.....	310
sericulture, University of Nanking offers		crop prospects, Canada, Alberta.....	963
course.....	503	New Brunswick.....	946
Glass and glassware, drinking glasses, market,		China, Nanking.....	1035
Mexico.....	200	New Zealand.....	908
glass, resistant, manufacture, United		crop estimate, Greece.....	343
States.....	1212	India.....	17, 99
trade, Switzerland.....	699	exports, 1917-1918, Canada.....	404
window, imports, 1911-1913, Australia.....	652	government purchases, New Zealand.....	876
glassware, exports and imports, Straits		government requisitions, Italy.....	50
Settlements.....	70	growing experiment, Dominican Re-	
imports, Egypt.....	834	public.....	813
jars, preserving, demand, Canada.....	35	harvest arrangements, Australia.....	1145
Glue, factory proposed, South Africa.....	424	license for export to Canada, United	
shortage, Germany.....	680	States.....	705
Goding, F. W. (consul general, Guayaquil,		regulations to conserve, Canada.....	393
Ecuador), market report.....	257	shortage in new crop, New Zealand.....	268
Gold. <i>See</i> Metals and minerals: Mines and		sold to New Zealand, price, Australia.....	1193
mining.		wheat pool, returns, Australia.....	237
Goodier, J. H. (consul, Palma de Mallorca,		<i>See also</i> Agriculture: Flour.	
Balearic Islands), door locks, market.....	640	Greases. <i>See</i> Oils and greases.	
shipbuilding activity.....	1160	Greece, advertising methods.....	212
		agricultural development, Macedonia.....	459

	Page.		Page.
Greece, bureau, commercial, established in New York.....	498	Harbors and docks, dry docks and slipways, Uruguay, Montevideo.....	805
currents, crop estimate.....	219, 369, 1189	facilities, France, Nantes.....	887
lignite, production.....	512, 667	improved, Brazil, Bahia.....	1089
merchant marine, profits.....	65	free-port project, Russia, Petrograd.....	960
olive, crop estimate.....	225	harbor, improvements proposed, Norway, plans, China, Shanghai.....	742
reconstruction work, Saloniki.....	578	harbor works, completed and planned, Dutch East Indies.....	829
sanitary conditions, Macedonia.....	459	Rodby and Rungsted, Denmark.....	895
skins and furs, exports, statistics.....	461	port charges, Manchester Ship Canal, England.....	65
tanning industry, Saloniki.....	581	port facilities, American company granted, Brazil.....	83
tariff changes and exemptions.....	250	port improvements, planned, New Zealand, New Plymouth.....	1124
tobacco, crop estimate.....	741	port, project, Italy, Rome.....	575
wheat, crop estimate.....	343	trans-Atlantic proposed, Ireland, Galway.....	1147
Grinding wheels, demand, Italy.....	857	Wanhien, government asked to declare an open port, China.....	718
Guadeloupe, agronomic station established..	815	port works, Milan, Italy.....	551
automobiles, trade opportunities.....	510	See also Inland waterways; Ships and shipping.	
cocoa, crop prospects favorable.....	1135	Hardware and cutlery, catalogues wanted for consulate French West Africa.....	663
shipping situation.....	481	cutlasses, market developed, Jamaica.....	650
sugar, crop below normal.....	1131	cutlery, new material developed, Canada.....	275
vanilla, crop and prices.....	900	Swiss competition, Uruguay, Montevideo.....	230
Gunsaulus, E. N. (consul, Singapore, Straits Settlements), dyes, market.....	894	hinges, imports, 1913-1917, Japan.....	852
liquors, trade and duties.....	716	locks, market, Spain, Palma de Mallorca, trade conditions, United Kingdom.....	640
trade review, Straits Settlements.....	42	Haskell, L. W. (consul, Geneva, Switzerland), railway rates, increased.....	486
Guyant, C. E. (consul, Barranquilla, Colombia), American chamber of commerce..	1043	trade extension, suggestions, Switzerland.....	1125
dyes and dyestuffs, situation.....	279	watches, exports, 1917.....	260
Hair, animal, placed on restricted import list, United States.....	962	Hats and caps. See Wearing apparel.	
Hale, B. F. (vice consul, Swansea, Wales), salvage of waste war materials.....	905	Haven, J. E. (consul, Turin, Italy), silkworm cultivation.....	276
Hale, F. D. (consul, Huddersfield, England), boots, prices increased.....	98	Hay. See Feedstuffs.	
soldiers, discharged, college classes proposed.....	120	Haynes, R. H. (vice consul, Leeds, England), town planning project.....	1048
Halstead, Albert (consul general, Stockholm, Sweden), canal system, improvement proposed, Germany.....	908	wages, farm employees.....	1034
coal, deposits found, Spitzbergen.....	321	Hazeltine, Ross (consul, Port Antonio, Jamaica), rice imports, 1914-1917.....	752
shortage, probable restrictions, Germany.....	1164	Heintzleman, P. S. (consul general, Tientsin, China), castor oil, exports.....	713
cotton goods, imports, 1916, Sweden.....	643	motor boats, demand supplied locally.....	998
export council, organized, Sweden.....	497	Heizer, O. S. (consul, Bagdad, Turkey), barley and other crops.....	1061
electrical works, German, to have factory in Sweden.....	935	commercial situation.....	958
films, pocket camera, demand, Sweden.....	1088	trade route, Bagdad to Persia, opened.....	181
food situation, Austria-Hungary.....	504	Henry, F. A. (consul, Puerto Cabello, Venezuela), coal mining.....	425
furnaces, electric smelting, construction proposed, Sweden.....	258	coffee trade, statistics.....	584
iron industry, statistics, Sweden.....	519	cotton growing possibilities.....	642
labor conditions, Germany.....	558	dyes, market.....	895
paper, government control, Germany.....	490	export products and trade methods.....	706
waste, government control, Sweden.....	295	exports to United States, statistics.....	568
percussion cap, new invention, Sweden.....	685	exports to West Indies, statistics.....	608
pig iron, taxation proposed, Germany.....	328	motor cars and public roads.....	751
power, hydroelectric, distribution.....	146	sugar, crops and exports.....	537, 745
telephone companies, combination, Sweden.....	952	Hides and skins, cowhides and goatskins, shipments, China, Shanghai.....	941
textile substitutes, Germany.....	1114	hides, brought to Seattle from Pribilof Islands.....	1115
trade review, Sweden, Stockholm.....	1067	cow and buffalo, export, China, Chungking.....	675
typewriters, German, on market.....	583	exports, Ecuador, Guayaquil.....	1043
watches, American opportunities, Sweden.....	1046	ox, exports, Argentina.....	995
Hansen, C. C. (vice consul, Bangkok, Siam), automobiles, transshipment permit necessary at Singapore.....	1057	market, June, England, London.....	734
budget estimates.....	120	sheepskins, requirements for import license, United States.....	961
company, Siam Forest, name changed.....	115	skins, alligator, export duties modified, Mexico.....	253
currency notes, circulation value.....	133	export statistics, Macedonia.....	461
industrial earnings.....	152	exports to United States via Manila, Aden.....	59
railway conditions.....	1172	goat, prices, South Africa.....	642
rice, crop prospects.....	1015	export trade, China, Chungking.....	707
Hanson, G. C. (consul, Chungking, China), bristles, export.....	605	lamb, requisitioned, Italy.....	997
castor beans, plantation established.....	260	sheep, maximum prices fixed, Italy.....	676
cotton goods, trade report.....	619	tannery, construction proposed, Jutland.....	331
dyes, foreign, import statistics.....	394, 862	tanning industry, Greece, Saloniki.....	581
earnings, industrial, decreased.....	499		
electrical goods, trade review.....	420		
hats and caps, trade review.....	444		
hides, cow and buffalo, export.....	676		
highways, public, use of automobiles.....	885		
skins, goat, exports and trade.....	707		
Harbors and docks, captains of the port, jurisdiction, Mexico.....	638		
dock charges, England, Bristol.....	57		

	Page.		Page.
Hides and skins, tanning, new process for hardening, Norway.....	607	India, forest survey, statistics.....	428
trade conditions, Aden.....	31	industrial establishments, statistics.....	492
South Africa, Port Elizabeth.....	1094	jute, crop forecast.....	1011
See also Furs and fur-bearing animals; Leather.		Industry, development.....	58
Hill, H. A. (vice consul, Athens), lignite industry.....	667	lacquer ware, manufacture.....	1070
Hitch, C. M. (consul, Nottingham, England), municipal enterprises, annual report.....	54	lumber, production, Burma.....	562
Hogs. See Live stock.		mining machinery, American mill installed.....	1123
Holaday, R. E. (consul, Manchester, England), coal prices increased.....	221	monazite sands, analysis.....	274
cotton consumption and supplies.....	1027	oilseeds, crop forecast.....	1032
cotton industry, new government regulation.....	306	crushing industry.....	1140
electrical machinery, manufacture.....	190	peanuts, first shipment to United States.....	378
port charges, Manchester Ship Canal.....	65	ponies, pure breed, reestablishment advocated.....	41
vehicles, electric, demand.....	236	railways and tramways, report, Burma.....	1022
wages, Lancashire cotton trade.....	53	revenues, land, report, Burma.....	1079
Holland. See Netherlands.		sesame, crop statistics.....	24
Hollis, W. S. (consul general, London), galanth, manufacture and use.....	811	silkworm, cultivation.....	68
Homs, Juan (special agent), agricultural implements, American opportunities, Australia and New Zealand.....	82	stock companies, registration and classification.....	116
Honaker, S. W. (consul, Johannesburg, Transvaal), crop report.....	243	tea-garden implements, market.....	616
mineral output, 3 months.....	431	trade commissioner, office opened in London.....	713
Honduras, capital wanted to exploit manganese deposits.....	237	trade journals requested, Burma.....	329
crops, shortage threatened.....	618	trade review, statistics.....	267, 411, 445
manganese deposits discovered.....	237, 791	turpentine and rosin, production.....	7
Honey. See Apiculture.		wheat, crop estimate.....	17, 99
Honey, R. (consul, Catania, Italy), carob beans, cultivation and production.....	792	wolfgram, production, Burma.....	226
cocoons and raw silk, prices.....	161	Indo-China, chemical imports.....	852
Horses. See Live stock.		commercial conditions, methods.....	1196
Horton, George (consul general, Saloniki, Greece), cereal cultivation.....	459	Industrial development, Brazil, effect of war.....	767
lignite mining, Greek Macedonia.....	512	cement works, to be built, Norway.....	1124
reconstruction work, Saloniki.....	578	cities, development, Canada.....	188
skins and furs, exports, Macedonia.....	461	cotton and woolen mills, construction, Australia.....	1093
tanning industry, Saloniki.....	581	economic conditions, Argentina.....	703
Hosiery. See Knit goods; Wearing apparel.		Japan, Hokkaido.....	191
Hospitals, Dundee Royal Infirmary, female staff only, Scotland.....	322	economic program, Spain.....	788
hospital construction, New Zealand.....	1124	economic regions, proposed, France.....	1201
Hotels, modern, opportunities for equipment, Cuba, Cienfuegos.....	1087	factory, caustic soda, Brazil.....	42, 292
House-furnishing goods, linoleum, trade conditions, Scotland, Dundee.....	398	fat reduction, proposed, South Africa.....	424
mattress filling, use of kapok, United States.....	553	pearl button, established, Brazil.....	214
rugs, raw materials, supply, Persia.....	968	pencil, opened, China.....	615
woolen, industry and trade, North China.....	85	starch, output, Fort William, Canada.....	366
silverware, opportunities, Bolivia.....	335	proposed, South Africa.....	424
See also China and earthen ware; Furniture; Glass and glassware; Silverware.		substitute fiber, established, Sweden.....	169
Hunter, W. D. (consul, Nice, France), red-pottery clay, production.....	1084	tanning extract, proposed, Norway.....	139
Hurst, C. B. (consul general, Barcelona, Spain), bread, rules affecting manufacture.....	1121	fertilizers, by-product plant, Alaska, Pribilof Islands.....	1163
canary seed, export prohibited.....	721	furnaces, electric smelting, proposed, Sweden.....	258
coal, consumption regulations.....	1175	hydroelectric plant, proposed, Venezuela.....	374
cotton, import duty on inferior donkeys placed on embargo list.....	385	industrial situation, Poland.....	1129
dyes and dyestuffs, situation.....	284	industries, capital invested, Norway.....	1068
export duties and embargoes.....	305	development of substitutes, Sweden.....	1100
fertilizers, mineral, government control.....	1186	development proposed, New Zealand.....	359
meat, duties temporarily removed.....	661, 1121	earnings, Siam.....	153
monetary circulation, conditions.....	1153	new, established, South Africa.....	537
oil, olive, exportation permitted.....	657	project to encourage, Italy.....	1173
warehouses, customs free, permitted.....	657	manufacturing, government aid, South Africa.....	1209
Huston, J. C. (consul, Hankow, China), rugs, woolen, industry and trade.....	85	manufacturing establishments, statistics, India.....	470, 492
Iceland, annual report of Bank of Iceland.....	84	notes, Australia.....	183
bread baking with waste heat from gas works.....	1039	progress and statistics, Argentina.....	219
India, agricultural experiments, Burma.....	1149	propaganda by El Telegrafo, Ecuador.....	307
avaram, cultivation proposed.....	109	situation, Sweden.....	133
Burma, general information.....	469	tin-smelting plant, South Africa.....	106
cotton growing, association report.....	854	winter shipping, possibilities, Sweden.....	262
dyes and dyestuffs, situation.....	282	See also Building operations; Labor and wages.	
explosives, list authorized for importation.....	1007	Ingram, A. E. (consul, Bradford, England), crop conditions.....	874
		dye expert wishes to represent American firm.....	741
		grease, recovery from waste materials.....	357
		iron and steel, markets.....	318
		trade review, exports to United States.....	417, 857
		wages, dyeing and textile trades.....	889
		wool and woolen goods, government control.....	4
		Inland waterways, canal, Milan-Venice, plans approved, Italy.....	551
		canal, Sault Ste. Marie, traffic.....	167, 665, 1134
		Suez, traffic, 1917.....	1189
		system, improvement proposed, Germany.....	906
		traffic, decline, Scotland.....	1041
		Trent, opened, Canada.....	46

	Page.
Inland waterways, companies consolidate, Sweden	343
improvements proposed, England	124
mileage and service, Burma, India	472
traffic and conditions, China, Nanking	682
<i>See also</i> Harbors and docks; Ships and shipping.	
Insects and pests, bollworm, eradication, Brazil	631
rat extermination, Scotland	434
Insurance, fire, company proposed, Bolivia	153
home companies, increase, Italy	494
law, new proposed, Brazil	157
life, statistics, New Zealand	1165
marine, company proposed, Bolivia	153
Inventions, flax decorating machine, Scotland	988
percussion cap, manufacture, Sweden	685
tire, bicycle, elm wood, Netherlands	1036
steel, Sweden	613
tanning process, Norway	607
Ireland, crop conditions	135
hydroelectric power project, Dublin	1004
port, trans-Atlantic, proposed, Galway	1147
trade review, exports to the United States, Belfast	835
wages, farm employees	1122
<i>See also</i> United Kingdom.	
Iron and steel, after-war policy, England	376
company, capital increased, Australia	389
furnace, smelting, installed, Japan, Hokkaido	819
furnaces, electric smelting, construction proposed, Sweden	258
industry, statistics, Sweden	519
iron, development of industry, Brazil	636
industry, effect of war, Poland	1128
Midland, conditions, England	440
pig and scrap, shortage, New Zealand	1156
pig, taxation proposed, Germany	328
production, England	2
iron mine, Government acquires option, Tasmania	1190
iron ore, deposits, Brazil	283
iron works, proposed, China, Peking	908
markets, Algeria	315
Argentina	315
Chile	316
China	317
England	317-319
prices, England, Midlands	1050
products, manufacture proposed, Brazil	293
salvage, scrap iron, Wales	905
steel, production increased, Midland, England	33
rolling mill, operations, Japan	730
trade activities, Midland, England	188, 266
steel company, American branch, Brazil	1047
reorganized, Australia	182
steel industry, problem of restoration, France	781
steel tires, bicycle, successful demonstration, Sweden	613
steel works, output and profits, Australia	1161
trade activities, Midland, England	188, 266
trade conditions, Scotland	292
<i>See also</i> Metals and minerals.	
Irrigation and drainage, drainage law, change proposed, Italy	637
projects on Orange River, South Africa	1168
<i>See also</i> Inland waterways.	
Italy, advertisements, decree prohibiting sending to foreign countries	98
agricultural machinery, requisitions	1041
alabaster, exportation prohibited	1007
bank, proposed, to finance public works	685
banking amalgamation, aims	1181
barley, rye, and wheat, government requisitions	50
canal and port works, Milan-Venice	551
carob beans, cultivation, Sicily	792
citrate of lime, prices	527
coal trade, decree governing	1063
cocoons, local market, Sicily	101
cotton, demands	696
imports	769, 1063
manufacturing, regulations	949
cyanamid, prices fixed	375

	Page.
Italy, drainage law, change proposed	637
duties, exemption of grains	1007
embargo, list of additions	97
failures, commercial, Milan	633
fertilizer, tetraphosphate, manufacture	1025
films, cinema, unexposed, market	501
foodstuffs, ministry established	114
forestry works, regulation governing	617
freight, rates, increased	294
gold, regulations governing traffic	200
grinding wheels, demand	857
hay, new crop, prices fixed	345
hemp, raw, maximum prices	943
horses, regulations governing slaughter	905
industries, project to encourage	1173
insurance, home companies, increase	494
lambskins, requisitions	997
lignite, syndicate of interests proposed	245
macaroni pastes, trade restrictions	1010, 1164
maize, government requisitions	1023
marble, production, 1913-1917	514
olives, rice, and hemp, production	1098
population	553
port project, Rome	575
railway earnings and expenditures	517
revenue, statistics, 1914-1918	732
rice, crop conditions	1123
silk, raw, local market, Sicily	161
silkworm industry, outlook	276
skins, sheep, maximum prices	676
straw, wheat and rice, maximum price fixed	598
sugar beets, Government control	578
sulphide of carbon, government fixes price	444
sulphur, maximum price fixed	1056
sulphur syndicate, extension asked	623
superphosphates, maximum prices	279
trade review, Genoa	981
transportation companies, growth	585
wine, yield, estimate	1112
wool, Government limits consumption	118
requisition by government	382, 903
Ives, E. L. (vice consul, Paris), crop estimates, France	931
Jamaica, alcoholic liquors, consumption	904
cattle, census	84
cordage and rope, trade	828
cutlasses, market developed	650
imports, articles prohibited	672
musical instruments, trade	803
rice, imports, 1914-1917	752
toilet preparations, larger sales	883
Japan, American corporations, business methods	203
bank, real estate, authorized, Chosen	735
banking, tendency to concentrate capital	1132
banks, new, established, Chosen	681
barley, yield forecast	1001
bean cake, use as food advocated	382
bonds, exchange, issued to finance export trade	953
camphor, control of production	711
crude, apportionment for export to United States	563
industry, condition	299
cement, substitute manufactured	735
copper, growth of industry	414
cotton, imports from United States	506
spinning mills, government restricts operations	200
cotton cloth, exports	324
drugs and chemicals, exports and imports	992
dye industry, development	452, 847
economic conditions, Hokkaido	191
electrical enterprises, increase	833
engines, marine, demand	990
exhibition, commercial, permanent, Harbin	651
exports, conditioning required	181, 685
raw silk, statistics	327
silk crepe, inspection	429
fertilizer, production	718
furnace, smelting, installed	879
gold, production decreased, Chosen	702
gold specie, accumulation	403, 649

	Page.		Page.
Japan, hinges, door, imports, 1913-1917.....	852	Johnson, H. A. (consul, Dundee, Scotland), wages, harbor employees.....	818
insect powder, production, Chosen.....	166	jute trade, under arbitration.....	437
lace and embroideries, trade.....	595.	water-supply department, profits.....	160
leather belting, demand.....	718, 875	whisky, scarcity.....	994
loan, railway construction.....	719	Keena, L. J. (consul general, Valparaiso, Chile), trade review, 1912-1917.....	594
loans, foreign, issues on market.....	319	trade with United States.....	407
menthol, output decreased.....	677	Kelser, R. L. (vice consul, Sao Paulo, Brazil), castor beans, crop estimate.....	321
monetary conditions.....	1182	plantations destroyed by frost.....	113
monopolies, profits, annual report.....	207	Kemp, E. C. (consul, Tunis), cereals, crop estimate.....	199
museum, commercial, Singapore, proposed.....	395	chemicals, imports.....	802
nitrogen laboratory to be constructed.....	700	cork harvest, estimate.....	626
oils, vegetable, output.....	867	rice, imports, 5 years.....	846
petroleum, fields, exploitation.....	333	tunny fish, catch.....	745
prices, 1914-1918, London, New York, and Tokyo.....	933	Kennedy, P. B. (commercial attaché, London), cloth, standard specifications.....	1103
ramie, production and export.....	1191	coal, after-war trade, government plans.....	301
rice, crop estimate, Chosen.....	1194	prices, fixed by government.....	347
prices, government to lower, and prohibition removed.....	163	communal kitchens, success.....	520, 1057
salt, output, Chosen.....	717	conference, imperial war cabinet.....	737
sheep raising, government aid.....	395	tax, luxury, proposed.....	979
shipping company, Japan mail, profits.....	211	tin containers, substitutes.....	30
shipping firms, activities.....	987	tin plate, saving effected.....	110
soda, caustic, situation.....	999	trade commissioner, Indian, office opened in London.....	713
steamship service, to South America.....	162	Kent, W. P. (consul, Berne, Switzerland), chamber of commerce, Swedish, established.....	328
steel rolling mill, operations.....	730	coal, German, prices.....	195
sulphur, production decreased.....	812	cutlery, Swiss goods in Uruguay.....	280
tea, annual exports.....	437	musical instruments, market.....	790
promotion of industry.....	772	potatoes, growing methods.....	39
tobacco trade in China.....	720	Keroene. <i>See</i> Petroleum.	
trade, after the war, preparations.....	700	Kirjassoff, M. D. (vice consul, Taikoku, Taiwan), camphor, apportionment for export to United States.....	543
foreign, increased, Chosen.....	680	petroleum fields to be exploited.....	333
trade review, foreign, statistics.....	301, 714	ramie, production and export.....	1191
turbines, steam, imports.....	137	Knabenshue, Paul (vice consul, Cairo, Egypt), foreign capital investments.....	170
typewriters, increased demand.....	452	Knit goods, American opportunities, Cuba.....	121
working hours in factories.....	404	cotton, trade conditions, Venezuela.....	330
Jewelry, gold manufactures, exports restricted, United States.....	385	hosiery, exports, Germany and United Kingdom.....	137
watches, American opportunities, Sweden.....	1046	mill, hosiery, plans, China, Shanghai.....	1088
exports, 1917, Switzerland.....	260	shortage, Brazil.....	731
tests by Bureau of Standards.....	588	socks, government regulation.....	913
<i>See also</i> Novelties: Precious stones; Silverware.		<i>See also</i> Laces and embroideries; Wearing apparel.	
Johnson, F. S. S. (consul, Kingston, Canada), automobiles and trucks, number and use.....	1146	Knives. <i>See</i> Hardware.	
canal, Trent, opened.....	46	Labor and wages, conditions in Germany, March.....	555
canned goods, imports.....	221	employees, export firms, status in draft.....	1203
canning industry, conditions.....	51, 500	lighthouse employees, commended, United States.....	45, 435, 640, 875, 1051, 1157
crops, official statistics.....	1155	employment service, efficiency, United States.....	382
cutlery, new material developed.....	275	industrial arbitration, compulsory, proposed, England.....	230
feedstuffs, standards established.....	102	labor bulletin, publication advocated, Brazil.....	60
fish, supply and distribution.....	514	labor, prison, use, New Zealand.....	1195
flax, acreage increased.....	17	shortage, England.....	874
machine puller demonstrated.....	711	Scotland.....	874
flour substitute, regulations.....	401	law, Uruguay.....	812
freight rates, railway.....	418, 1159	railway shop employees, McAdoo schedule adopted, Canada.....	1139
glass jars, preserving, market.....	35	sugar-beet laborers, supply, Canada.....	565
road improvement, need.....	1146	wages, cotton trade, Eng and.....	53
spices, price increased.....	1133	dyeing and textile trade, England.....	889
sugar-beet laborers, supply.....	565	farm employees, Ire and.....	1122
trade extension with Brazil.....	105	England, Yorkshire.....	1034
trade review, exports and imports.....	439, 787	Scotland.....	818, 879
turpentine, imports from United States.....	676	jute trade, Scotland.....	437
wheat, conservation regulations.....	393	puddlers, England.....	2
wool, exports to United States.....	988	sheep ranches, Australia.....	570
Johnson, H. A. (consul, Dundee, Scotland), agricultural notes.....	310	working hours, factories, Japan.....	404
bank, savings, report.....	925	<i>See also</i> Industrial development.	
berries, crop harvested.....	698	Laces and embroideries, American opportunities, British West Africa.....	1067
bridge, concrete, equipment desired.....	546	gold, use restricted, England.....	789
cattle breeders, proposed new rules.....	119	market conditions, Bermuda.....	373
cattle, sheep, and hogs, shortage.....	543	trade conditions, Venezuela.....	330
flax, decorticating machine, invention.....	988	trade statistics, 1915-1917, Japan.....	595
gas, prices in reased.....	180	<i>See also</i> Knit goods; Textiles.	
horses, market prices.....	462		
jute, trade conditions.....	710		
yarn, situation.....	241		
lamps, sale prices.....	1062		
motor cars and public roads.....	749		
pilotage rates, Dundee harbor.....	45		
rat extermination, Perthshire.....	434		
revenue, customs and excise, Scotland.....	830		
steamship companies, combine proposed.....	836		
stock, fat, prices.....	1133		
textiles, trade conditions.....	398, 538		

	Page.
Lamps. <i>See</i> Lights and lighting.	
Lands, agricultural, prices prevailing, New Zealand.....	1156
revenues, India, Burma.....	1079
timber land, sales methods, Canada, New Brunswick.....	1147
<i>See also</i> Forestry.	
Latham, C. L. (consul, Kingston, Jamaica), alcoholic liquors, consumption.....	904
cattle, census.....	84
cutlasses, market developed.....	650
imports, prohibited articles.....	672
musical instruments, trade.....	803
Laundries, municipal, Uruguay.....	889
Laws. <i>See</i> Legislation.	
Leather and leather goods, belting, imports, Japan.....	718, 875
fair, report, Leeds, England.....	506
leather, exportation prohibited, Canada.....	117
industry, South Australia.....	1183
trade conditions, Leeds, England.....	226
leather goods, imports, Ceylon.....	821
substitute, product from cellulose yarn, Germany.....	1114
<i>See also</i> Boots and shoes, Hides and skins.	
Lee, S. T. (consul, Porto Alegre, Brazil), knit goods, shortage.....	731
Legislation, act, amending mineral law, South Africa.....	607
British companies, amendments suggested.....	947
export trade, firms filing statements, United States.....	145
mining claims by foreigner, Mexico.....	273
registration of commercial names, Argentina.....	250
standardization of screw threads, United States.....	268
agreement, commercial and shipping, United States with Denmark.....	1073
trade, Franco-Spanish.....	1018
Germany with Denmark.....	1068
bank notes, foreign, England.....	849
board of trade created, Australia.....	215
decree, alabaster, export, Italy.....	1007
branch of American Steel Export Co., Brazil.....	1047
branch of French-Italian bank, Brazil.....	996
chemical fertilizers, Brazil.....	822
citrate of lime, Italy.....	527
coal shipments, Italy.....	1063
commercial statistics, compilation, Brazil.....	602
consumption of wool, Italy.....	118
cork industry, Portugal.....	1151
cotton imports, Spain.....	401
customs warehouses, Spain.....	657
drug company, Brazil.....	650
food administration, Brazil.....	612
food ministry, Italy.....	114
foreign advertisements, Italy.....	98
government contracts, Brazil.....	1048
grain imports, Italy.....	1007
hemp, Italy.....	943
invoice requirements, Panama.....	673
kerosene and gasoline, Uruguay.....	327
macaroni pastes, Italy.....	1010, 1164
machinery, imports, Mexico.....	913
manual training schools, Brazil.....	614
meat products, Spain.....	661
mining taxes, Mexico.....	644
oil wells, Mexico.....	467
petroleum and naphtha, Uruguay.....	1007
railway extension, Brazil.....	546
real estate bank, Chosen.....	735
rice, import duties, Italy.....	1007
sheepskins, Italy.....	676
slaughter of horses, Italy.....	905
straw, prices, Italy.....	598
sugar beets, Italy.....	576
sulphide of carbon, Italy.....	444
sulphur prices, Italy.....	1056
tax on dividends, Brazil.....	579
turtle fishing, Panama.....	553
wool tops, Italy.....	903
export restrictions, additions, Italy.....	97
canary seed, Spain.....	721
changes, England.....	561

	Page.
Legislation, export restrictions, foodstuffs, Brazil.....	771
linseed oil, Spain.....	1121
olive oil, Portugal.....	737
Spain.....	657
rubber and leather, Canada.....	117
walnuts, France.....	913
import prohibitions, Barbados.....	129, 306
British Guiana.....	98, 625
Jamaica.....	672
United Kingdom.....	530
Windward Islands.....	97
import restrictions, Trinidad, British West Indies.....	273
law, authorizing municipal laundries, Uruguay.....	889
beer, import duty, Mexico.....	353
extending budget, Uruguay.....	826
fisheries, United States.....	329
fuel and lighting, United Kingdom.....	369
housing, Germany.....	547
immigration, proposed, Peru.....	291
insurance, Brazil.....	157
labor and wages, Uruguay.....	812
mineral fertilizers, Spain.....	1166
railway concessions, Venezuela.....	1066
regulating business hours, Cuba.....	699
values of exports and imports, Denmark.....	3
Webb, firms to which it applies, United States.....	817
lighthouse service, United States.....	104
parcel-post treaty, Brazil and Chile.....	14
precious stones, artificial, exportation permitted, France.....	529
priority list of industries and plants, United States.....	920
regulations, butter, England.....	1055
coal consumption, Spain.....	1175
coal prices, Canada.....	662
contracts with United States.....	354
cotton, Egypt.....	647
cotton imports, Italy.....	769
cotton manufacturing, Italy.....	949
cotton, raw, United Kingdom.....	844
drugs standards, Australia.....	1007
dyeing of socks, England.....	913
flour substitute, Canada.....	401
forestry works, Italy.....	617
freight rates, Canada.....	664
gold, traffic, Italy.....	200
herring, Newfoundland.....	19
jute goods, prices, England.....	881
lumber, export, New Zealand.....	999
manufactures of gold, United States.....	385
oleomargarine, Canada.....	497
pure food, changes, Canada.....	348
shipping, Uruguay.....	337
slaughter of cattle, Brazil.....	11, 703
wheat conservation, Canada.....	393
wool market, England.....	881
requisitions, agricultural machinery, Italy.....	1041
leaf tobacco, Algeria.....	1191
maize, Italy.....	1023
sheep-raising, government aid, Canada.....	242
tax, war, articles in foreign commerce.....	1188
taxation, resident aliens, United States.....	226
trade-marks, Burma, India.....	478
trade restrictions, cardboard, England.....	592
chlorine and compounds, England.....	1009
caustic soda, United States.....	322
exports and imports, Burma, India.....	478
meat and dairy products, Algeria.....	1190
radio-active substances, England.....	657
review of British.....	242
<i>See also</i> Government activities; and under United States.	
Leonard, W. A. (consul, Colombo, Ceylon), haberdashery, imports.....	651
leather goods, imports.....	821
plumbago situation.....	835
Letcher, Marion (consul general, Christiania, Norway), fish catch.....	323
paper fabrics, samples.....	944
steel tires, bicycle, demonstration.....	613
Lewis, D. B. (vice consul, Kingston, Jamaica), cordage and rope, trade.....	828
toilet preparations, sales.....	883

	Page.		Page.
Licenses, export and import. <i>See</i> United States.		Lumber and wood products, lumber, export restricted, New Zealand.	999
Lighthouses, lights established and proposed, Alaska.	628	importers, list, Spain.	210
service, legislation affecting, United States.	104	imports, Italy.	219
Lights and lighting, carbide, manufacture, South Africa.	915	Portugal.	219
electric, concession granted, Argentina, Puerto Desado.	67	Spain.	219
plant, construction, China, Antung.	1158	long-distance rafting, Sweden.	447
earnings of company, Siam.	153	production, India, Burma.	582
service, Straits Settlements, Penang.	1047	trade commissioner appointed for Great Britain, British Columbia.	610
gas, charges increased, England, Birmingham.	244	mahogany logs, import licenses revoked, United States.	961
prices increased, Scotland, Dundee.	180	teak, supply inexhaustible.	470
use of waste heat from plant, Iceland.	1039	timber, consumption, South Africa.	909
gas works, annual report, England, Nottingham.	54	exports, Sweden.	509
household use, law regulating, United Kingdom.	369	resources, South Africa.	1215
lamp ware, trade conditions, Straits Settlements.	37	timber trade, rationing scheme, England.	494
lamps, imports into South Africa.	279	tires, bicycle, test of elm wood.	1036
<i>See also</i> Electrical machinery.		trade conditions, Scotland.	292
Linen and linen goods, bed linen, restrictions on purchase, Germany.	869	trust, exporters, Sweden.	901
linen mill, operations, Canada, Moncton.	702	wood, exports to United States from Germany.	404
linen trade, Scotland, Dunfermline.	356	fire, market, Canada.	420
yarns, prices, Scotland, Dundee.	538	trade conditions, Curacao.	15
<i>See also</i> Fibers: Textiles: Wearing apparel.		<i>See also</i> Forestry: Furniture.	
Linseed. <i>See</i> Oilseeds.		Lundquist, R. A. (special agent), samples of electrical goods used abroad, New York City.	4
Listoe, Soren (consul general, Rotterdam, Netherlands), Holland-America line, annual report.	100	Lupton, S. K. (consul, Bombay, India), dyes and dyestuffs, situation.	282
Live stock, cattle breeding, proposed new rules, Scotland.	119	MacBride, H. A. (consul, London), cotton, crop report, Nigeria.	41
cattle, census, Jamaica.	84	cotton, production, prewar, German East Africa.	652
losses through disease, Brazil.	827	hardware trade, conditions, United Kingdom.	486
regulations governing slaughter, Brazil.	11, 703	McCunn, J. N. (consul, Glasgow, Scotland), street railways, annual report.	286
shortage, Scotland.	543	trade conditions, iron, steel, and lumber.	282
conditions, Scotland.	566	McCutcheon, J. P. (vice consul, Lausanne, Switzerland), fair, Basel.	677
donkeys, placed on embargo list, Spain.	385	hydroelectric power, development.	235
exposition, second national, Brazil.	798	sample fair, third, successful.	345
fat, prices, Scotland.	1133	McGoodwin, Preston (American Minister, Venezuela), law governing railway concessions.	1066
hog raising, information, Brazil.	312	McLean, Arthur (consul, Puerto Plata, Dominican Republic), cocons and tobacco crops.	903
hogs, breeding stock, Uruguay.	349	sewers, construction bids wanted, Santiago de los Caballeros.	664
horses, export prohibited, Spain.	305	telephones and telegraphs, systems and service.	344
prices at market, Scotland.	462	traffic, railway, statistics.	813
shortage, Europe.	823	McNally, J. C. (vice consul, Zurich, Switzerland), crop conditions.	158, 820
Swedish, bought by Germans at high price.	300	electric power, increased use.	627
lambs, sale prices, Scotland.	1062	food rations, per person per month.	843
ponies, pure breed, India.	41	Malt liquors. <i>See</i> Wines, spirits, and malt liquors.	
sheep, breeds, Australia, Queensland.	572	Machines and machinery, after-the-war trade policy, report of committee.	376
number, New Zealand.	1156	ball bearing, combination of manufacturers, Sweden.	1067
industry, government assists, New Brunswick, Canada.	242	brick-making, market, Argentina.	724
government to aid, Japan.	395	Brazil.	725
statistics, Australia.	568	Uruguay.	727
<i>See also</i> Meat and meat products.		castor bean handling, catalogues wanted, Venezuela.	863
Logan, G. L. (consul, Penang, Straits Settlements), advertising, suggestions.	500	chocolate making, catalogues desired, Ceylon.	585
electric light and tramway service.	1047	concrete mixing, demand, Scotland.	546
patchouli, production.	1003	electrical, imports, India.	219
trade literature, American, wanted by consulate.	1177	engines, marine, demand, England.	126
Lowrie, W. L. (consul general, Lisbon, Portugal), cork industry.	1151	requirements, Hongkong.	796
credit methods, cotton and tin plate.	451	trade, Japan.	990
dyes and dyestuffs, situation.	283	ship, standardization, Scotland.	611
oils, olive, export prohibited.	737	exempt from import duty, Mexico.	913
tractors, demonstration.	405	flax decortivating, invention, Scotland.	968
trade journals, effective use reported.	342	grain elevators, opportunities, South Africa.	300
Lumber and wood products, casks, wattle wood used, South Africa.	939	market opportunities, Brazil.	105
cellulose yarn, manufacture, Germany.	1142	mining and smelting, limited market, Mexico.	1144
corks, use of pine, Sweden.	512	oilseed crushing, market, India.	1140
exports to United States, 1917, Canada.	263	wanted, Venezuela.	350
forest survey, report, Canada, New Brunswick.	403	sawmills, opportunities, India, Burma.	583
statistics, South India.	438		
gum, Australian spotted, uses.	589		
hardwoods, mahogany and okoume, supply offered, French Africa.	1108		
imports, South Africa.	424		

	Page.		Page.
Machines and machinery, screw threads, commission to standardize, United States..	268	Memminger, Lucien (consul, Madras, India), cinchona, cultivation attempted, Philippine Islands	1165
shearing, general use, Australia	569	forest survey, south India	438
starch making, catalogues wanted, South Africa	1139	oilseed mills, market, India	1140
sugar making, South Africa	387	peanuts, first shipment to United States..	378
turbines, steam, imports, Japan	137	avaram, tanning material, cultivation proposed	109
wool presses, demand, Chile	930	Messersmith, G. S. (consul, Curacao, Dutch West Indies), demand for rope	867
<i>See also</i> Agricultural implements; Electrical machinery; Hardware; Iron and steel; Pipes and fittings; Power and power plants; Printing machinery; Railway equipment; Roads and road machinery.		Metals and minerals, chrome, discovery of deposit, South Africa	1141
Mackay, R. C. (vice consul, Hankow, China), iron and steel markets	317	copper, manufacture, Japan	414
Madagascar, electrical plants installed	802	ore, ruling regarding imports, United States	209
graphite, production and exportation	630	wire, plant erected, Australia	180
tractors, farm, introduced	840	cutlery, new material developed, Canada	275
Magelsen, W. G. (consul, Melbourne, Australia), glass, imports	652	gold, exports and imports, United States	770
printer, government, to visit United States to purchase paper	650	exports restricted, United States	385
Mahin, F. W. (consul, Amsterdam), business failures	769	production decreased, Japan, Chosen	702
crop conditions	289, 800,	statistics, Australia	1185
fats, rations reduced	482	regulations governing traffic, Italy	200
fruit crops, below average	903	graphite, importation restricted, United States	22, 130
merchant marine, status	1186	production, Madagascar	630
salt, deposits developed by company	499	manganese, deposits discovered, Honduras	237, 791
tires, bicycle, test of elm wood	1036	deposits found, Panama	264
trade review, exports to United States	783	importation restrictions, United States	50
trade with belligerents	1049	ore, offered by firm, Mexico	998
Makinson, G. A. (consular assistant, Cardenas, Cuba), castor beans, acreage, Isle of Pines	434	production, Canada, British Columbia	161
closing law, regulates business hours, Cuba	699	metal ware, trade opportunities, Uruguay mica, factory started, Sweden	908
coal, American monopoly, Cuba, Cardenas	1143	industry, development, Argentina	626
grapefruit, crop estimate, Isle of Pines	114	minerals, extensive deposits, India	599
jute, cultivation proposed	985	output, South Africa	470
sugar, exports to United States	993	molybdenum mines, Norway	431
Malay Peninsula, lamp ware, trade conditions	37	smelting works, Norway	1122
oil, rubber seed, manufacture	387	monasite sands, analysis, India	1103
tin mining, machinery in use	1138	plumbago, import restrictions, United States	274
Manchuria, wild silk crop	1065	production, Ceylon	22, 130
Maps and charts, commercial map of China	211	production statistics, Mexico	535
Martinique, highways and motor-vehicle trade	1036	radio-active substances, restrictions on trade, England	325
Masterson, W. W. (consul, Durban, South Africa), consular work	645	silver, exports and imports, United States	657
grain, crop conditions	308	sulphur, maximum prices, Italy	700
sugar, crop and imports	1128	production decreased, Japan	812
Matches, manufacturing company organized, Denmark	643	syndicate, extension asked, Italy	623
Matting. <i>See</i> House furnishing goods.		ternateplate, ruling governing exportation, United States	753
Maynard, Lester (consul, Cheloo, China), experiments with American cottonseed	185	tin boxes, cardboard substitute, Denmark tin containers, substitutes, England	1087
Meat and meat products, bones, duties, modified, Mexico	253	tin, imports, United States	412, 1094
duties temporarily removed, Spain	661, 1121	mining, report, Malay Peninsula	1138
exports, statistics, Argentina	995	tin, shortage, Germany	498
fresh meat, amount in storage, New Zealand	275	trade, China, Hongkong	834
frozen meats, exports, Australia	199	tin plate, credit methods for imports, Portugal	451
industry, New Zealand	1156	exports, United States	1107
jerked beef, industry, Uruguay	426	ruling, governing exports, United States	753
lard, compound, export restrictions, United States	721	saving effected, England	110
mutton, trade, government supervision, Australia	574	shortage, Australia	211
packing company, Anglo-Brazilian, activities	179	wolfram, deposits, China, Swatow	79
packing house, construction authorized, Brazil	37	production, Burma, India	226
prices, Government fixes maximum, Uruguay	64, 326	zinc, manufacture proposed, Australia	389
home consumption, Australia	1083	<i>See also</i> Iron and steel; Mines and mining.	
rabbits, frozen, exports, Australia	225	Meteorology, floods, prevention methods, China, Nanking	682
restrictions, removal, Algeria	1190	climate, Burma, India	489
sausage, cost, Netherlands	1031	frost, damage crops, Canada	2
shortage, prices fixed, Australia	1167	destroys plantations, Brazil	113
slaughter of horses regulated, Italy	905	Mexico, alcohol, methyl, offer of supply	1170
<i>See also</i> Refrigeration.		alcohol, production from sotol	503
Medicines. <i>See</i> Drugs and chemicals.		alligator skins, export duties modified	253
		beer, duties reduced	353, 607
		bones, export duties modified	253
		chambers of commerce, convention opened	1090
		corks, crown, import duties increased	252
		corn, crop prospects, Guadalajara	929
		cotton goods, market suggestions	1062
		crop estimates	155, 545
		currency and coinage, laws governing	253

	Page.		Page.
Mexico, dentist, opportunity, Isthmus of Tehuantepec	602	Momsen, R. P. (vice consul, Rio de Janeiro), companies, consolidation	190, 608
department of industry, commerce and labor, functions	1092	congress of journalists, first	541
export licenses, shipments from United States	196	corn and cotton show	272
fiber, guernadora, export duty to be imposed	253	decree, compilation of commercial statistics	602
fibers, market sought in United States	20, 575	railway extension decrees, authorizing extension, Sao Paulo-Rio Grande	546
forage, export duties modified	253	Railway, Brazil	822
glasses, drinking, demand	200	sale of chemical fertilizers	579
henequen, production reduced	330	tax on dividends of corporations	772
machinery, exempt from import duty	913	fair, annual, home products	772
limited market, Lower California	1144	fireworks, government restrictions	55
maquay leaves, export duties modified	253	food administration created	612
manganese ore, offered by firm	998	foodstuffs, imports and prices	586
metals and minerals, tax laws modified	253	stringent legislation requested	771
minerals, production, 1917	325	freight rates, on coffee to Italy	564
mining, activities	593	gas, ethyl, company to manufacture	652
laws modified	253, 273, 644	hog raising, information	312
motion-picture supplies, changes in duties	252	insurance law, new proposed	157
motor cars and public roads	748	iron industry, development	293, 636
museum, commercial, opened	245	labor bulletin, publication advocated	60
oil wells, decree regarding	467	live-stock exposition, second national	798
packing cases, wood, import duties	253	malaria, campaign against	70
paper, duties payable in kind	252, 833	meat company, Anglo-Brazilian, activities	179
petroleum, export duties	513	mineral deposits, company organized	613
exports	422, 897, 1185	municipal conditions, annual report	216
plms. import duties increased	252	oil exports, government supervision	111
port captains, jurisdiction	633	packing house, construction authorized, Rio Grande	37
railways, conditions	456	parcel-post treaty, Brazil and Chile	14
revenue, customs, Vera Cruz	829	pharmaceutical products, company organized	650
salt mines, production	254	pomicultural station, establishment	18
ships, foreign, permitted in coastwise trade	950	port facilities, American company granted publication, Centennial Book	83
tobacco, duties modified	252	purchases in United States by Department of Agriculture	879
tomato seeds, market	375	revenue, internal, receipts	264
trade review, exports to United States	390, 712	schools, State manual training	614
wearing apparel, new customs classification	262	shipping, improvement plan indorsed	822
Milk. See Dairies.		steamship line, receipts	208
Miller, R. S. (consul general, Seoul, Chosen), banks, new, established	681	steamship service, Japan to South America	162
gold, production from mines	702	steel company, branch of American Steel Exports Co.	1047
trade, foreign, increase	680	sugar, export trade, revival, Brazil	801
Mines and mining, alien property, restrictions, India	479	tariff changes	289
coal, deposits, Spitzbergen	321	telegraph service, improvement proposed	101
mining, conditions, Venezuela	425	telephone systems and service	307
situation and prices, Swatow district, China	379	trade extension activities	648
company organized, Brazil	613	trade review, exports and imports	554
copper, mining, Canada, British Columbia	618	typewriters, growing use	1048
development, Brazil	766	Monopolies, annual report, Japan	307
graphite, output, Cevlon	535	Montavon, W. F. (commercial attaché, Lima, Peru), census bureau established, Peru	388
iron mine, government acquires option, Australia	1190	Industrial propaganda, El Telegrafo	397
iron mines, Japanese investigation, Siberia	1027	insurance company, fire and marine, proposed, Bolivia	183
lignite, mining, Greek Macedonia	512	immigration law proposed, Peru	291
machinery, American, installed, India	1123	Moorhead, M. K. (consul, Swansea, Wales), sea-borne commerce	907
molybdenum mines, company formed, Norway	1122	Morocco, dyes, market	593
potash, government regulation proposed, Spain	130	railway, new, Spanish zone	261
tin, production, Malay Peninsula	1138	rice imports	649
See also Coal; Metals and minerals.		tariff changes, imports of machinery	270
Momsen, R. P. (vice consul, Rio de Janeiro), acetviene and oxygen, manufacture	829	tea trade	201
agricultural station established	533	Mosher, R. B. (consul, Victoria, Canada), contract for wooden ships awarded	951
agriculture, production and methods	788	Motion pictures, educational, opportunities, Siberia	723
automobiles, trade review	254	films, importation decreasing, New Zealand	1017
bank, French-Italian branch, Pernambuco	995	trade conditions, Italy	501
Portuguese branch opened, Campos	556	import duties, changes, Mexico	252
beans, crop estimates	535	importing company formed, Denmark	194
bollworm, eradication plans	631	situation, Hongkong	215
brick, manufacture and use	725	Motor boats, American opportunities, British Guiana	109
bridge, concrete, Minas Geraes	379	fishing, use, England, Hull	534
budget, estimate, 1919	870	market demands, China	796, 998
buttons, pearl, factory established	214	Cuba	1109
cattle, regulations governing slaughter	11, 703	Denmark	719
caustic soda, industry proposed	42, 292, 828	Japan	990
coal imports	194, 558	See also Inland waterways; Ships and shipping.	
coal mines, exploitation company	541		

	Page.		Page.
Murphy, G. H. (consul general, Cape Town, South Africa), cream separators, market.....	638	New Zealand, phosphates, deposits, Pacific islands.....	1139
feathers, ostrich, commission report.....	838	postoffice, safe deposit system.....	409
industries, new, established.....	527	publications, trade and industrial, wanted by public library.....	991
lumber imports.....	424	public debt, plan for meeting.....	388
mining law, amendment, Transvaal.....	607	rabbits, eradication.....	1156
population, census statistics.....	635	revenues, receipts, 1917-1918.....	1119
railway rates, increased.....	334	secondary industries, development.....	389
trade review, exports and imports.....	24, 506	sheep, increase in number.....	1156
wool clip, British government purchases.....	335	shipping space, shortage.....	1183
Musical instruments, customs duties, Switzerland.....	790	soda, caustic, shortage.....	1017
demand small, China, Foochow.....	901	sugar, wholesale price fixed.....	579
piano players, customs ruling, Canada.....	1107	supplies, government purchases.....	589
shortage, New Zealand.....	1145	trade investigation, British, in Pacific islands.....	245
trade declines, Jamaica.....	803	trade review, exports and imports.....	843, 983, 1108
Myers, M. S. (consul, Chungking, China), coal mining, situation.....	379	wheat, crop outlook.....	608
dyes, market opportunities.....	892	government purchases Australian.....	876
rice crop damaged by rains.....	1124	shortage in new crop.....	268
wolfram deposits, new discovery.....	79	winter fairs, value to exhibitors.....	407
Naval stores, rosin, production, India.....	7	wool clip, government purchases.....	433
tar, wood, production, Sweden.....	969	production and value.....	178
turpentine, imports from United States, Canada.....	676	Nicaragua, requirements in consular invoices.....	270
industry, India.....	7	Nigeria, cotton, crop report.....	41
Nelson, A. C. (vice consul, The Hague), building materials company organized.....	797	Norton, E. J. (vice consul, Malaga, Spain), crop and general business conditions.....	1096
Netherlands, bank, charter revision proposed building materials company organized.....	797	paper, wrapping, use, in raisin and almond industries.....	1214
business failures.....	799	Norway, bank, Norges, gold reserve.....	1
crops, conditions.....	289, 800, 1011	budget, city of Bergen.....	796
price fixing.....	980	bureaus, public purchasing.....	373
requisitioned by government.....	207	cement works, new, to be built.....	1124
distribution courts proposed.....	864	cod, catch on western coast.....	154
draining of Zuyder Zee, plans.....	877	cost of living, relief sought.....	1112
fats, rations reduced.....	482, 1002	electric power, distribution.....	106
fruit, crops below average.....	903	fairs, improvements proposed.....	154
hay, government fixes prices.....	208	fish, catch, summer season.....	323
merchant marine, status of companies.....	1186	fishery industry, government aid.....	57
potatoes, new, appear early.....	179	fuel supply, sufficient.....	640
salt deposits developed.....	499	harbors, improvements proposed.....	72
sausage, standard, cost.....	1031	industries, effect of war.....	1068
securities, foreign, government control.....	20	growth.....	626
shipping line, Holland-America.....	100	investments, government, in northern Norway.....	156
tires, bicycle, test of elm wood.....	1036	machine industry, association established merchant marine, report.....	259
trade, after-war plans.....	853	mineral water, combination of companies.....	210
trade review, Amsterdam.....	783	molybdenum, mines taken over by company.....	112
trade with belligerent countries.....	1049	smelting works.....	1103
vegetable and fruit drying.....	954	municipal power station, Bergen.....	827
Newfoundland, storage of herring.....	19	olive oil, storage proposed.....	328
New Zealand, agricultural implements, market.....	82	paper fabrics, samples.....	944
"Australasia," misconception of term.....	421, 1131	salt works to be installed.....	820
automobiles and motorcycles registered in 1917.....	719	shipbuilding, cost-plus plan adopted.....	18
automobiles, cooperative buying.....	213	shortage of raw material.....	1102
bank of New Zealand, report.....	395	shipping, after-war tonnage.....	294
banking conditions, statistics.....	591	ships, wooden, construction.....	40
banks, postal savings, condition.....	355	tanning materials, production, government aid.....	138
benzine and motor spirits, shortage.....	612	tanning, new process for hardening.....	607
building operations, public.....	1124	telegraph business, development.....	101
cement companies consolidate.....	1199	tobacco, trade and industry.....	518
coal shortage, production figures.....	997	water-power development, projects.....	1160
concrete paving, proposed, Auckland.....	374	whale fishing, operations.....	46
construction, new buildings, report.....	215	whale intestines, used for gloves.....	639
crop report.....	268	yeast factories, association formed.....	275
dairy products, exports.....	273	Notions and novelties, needlework patterns wanted, Australia.....	388
dyes and dyestuffs, situation.....	283	pins, import duties increased, Mexico.....	252
farmers, federation organized.....	452	toy industry, difficulties, United Kingdom situation, Venezuela.....	586
films, importation decreasing.....	1017	substitutes in use, Germany.....	942
gasoline, distribution by government.....	1161	Nufer, A. F. (vice-consul, Cienfuegos, Cuba), electric appliances, market.....	963
hemp, over production closes mills.....	330	motor boats, demand.....	1109
honey, supplies for export.....	1156	show-window equipment, demand.....	979
imports, nonessentials, statistics.....	611	Nuts, almonds, crop conditions and market, Spain, Malaga.....	1096
insurance, life, statistics.....	1165	cocoanuts and copra, new export duties, Trinidad.....	785
iron, pig and scrap, shortage.....	1156	copra, ruling regarding imports, United States.....	209
kauri gum and by-products.....	415	peanuts, first shipment to United States from India.....	378
labor, prison, use.....	1185	walnuts, embargo partially removed, France.....	913
lands, agricultural, prices.....	1156		
lumber, export restricted.....	999		
meat, fresh, amount in storage.....	275		
frozen, development of industry.....	1156		
milk, dried, industry established.....	415		
musical instruments and sheet music, demand.....	1145		
paper shortage.....	1170		

	Page.		Page.
Nutting, Alfred (consulate clerk, London), bank amalgamations.....	536	Palmer, E. E. (consul, Madrid, Spain), banks of Spain, history.....	1178
hides and skins, market, London.....	734	potash salts, output controlled by government.....	1009
trade review, United Kingdom.....	689	Panama, bank changes name, Colon.....	351
Oats. <i>See</i> Grain.		church building, work begun.....	262
Oceania, American trade with Tonga Islands.	994	cattle and hogs quarantine regulations.....	271
Office equipment and supplies, furniture, metal, American opportunities, Argentina.....	865	coconut and palm oil, American factory.....	709
pencil factory opened, China.....	615	invoices, commercial, requirements.....	673
typewriters, imports, 1913, France.....	219	manganese, deposits found.....	264
increased demand, Japan.....	452	population, decreased.....	702
manufacture, Denmark.....	509	soap factory, American construction.....	709
market, Sweden.....	583	turtle fishing, decree permitting.....	553
use growing, Brazil.....	1048	Paper and paper goods, cardboard containers, substitute for tin, England.....	30
<i>See also</i> Paper and paper goods.		cardboard and paper, restrictions on use, England.....	502
O'Grady, F. B. (vice consul, Buenos Aires), brick, manufacture and use, Argentina.....	724	combination of manufacturers, Finland.....	967
Oilcloth. <i>See</i> House furnishing goods.		fabrics, samples, Norway.....	351
Oils and greases, fat reduction factory, proposed, South Africa.....	424	newspapers, old, market, Hongkong.....	438
grease, recovery from waste materials, England.....	357	paper, import duties, Mexico.....	253, 833
industry, possibilities, Sweden.....	969	news print, exports to United States, Canada.....	263
lubricants, imports, China, Hankow.....	110	shortage, New Zealand.....	1170
olls, coconut and palm, American factory, Panama.....	709	waste, government control, Sweden.....	295
government supervision advocated, Brazil.....	111	wrapping, use in raisin and almond industries, Spain.....	1214
kauri gum, extraction process, New Zealand.....	415	pasteboard boxes, substitute for tin, Denmark.....	1087
linseed, shortage, Australia.....	182	trade, report issued, Argentina, Uruguay, and Paraguay.....	155
olive, exportation permitted, Spain.....	657	government control, Germany.....	490
export prohibited, Portugal.....	737	<i>See also</i> Office equipment.	
market difficulties, Spain.....	1096	Paraguay, furniture trade.....	198
rubber-seed, manufacture, Malay Peninsula.....	887	hides, changes in export duties.....	271
tea, exports, China, Hankow.....	134	paper, market, report issued.....	155
vegetable, output, Japan.....	807	quebracho, export duties changed.....	271
prices, Uruguay.....	63	steamship and power companies sold.....	1001
production, China, Yunnan.....	888	Patents and trade-marks, regulations, Burma, India.....	478
<i>See also</i> Petroleum.		trade-mark, "Made in U. S. A.," recommended.....	883, 1181
Oilseeds, castor beans, acreage, Isle of Pines, Cuba.....	433	national, Switzerland.....	151, 1173
castor beans, crop estimate, Brazil.....	321	new law enacted, Bolivia.....	260
plantation established, Siam.....	280	Paving and paving materials, asphaltum, purchased, China.....	618
cultivation, Venezuela.....	350	paving, concrete, proposed, Auckland, New Zealand.....	374
cole seed, use in margarine making, Netherlands.....	1002	<i>See also</i> Roads and road machinery.	
cottonseed, certificates required for imports, French colonies.....	269	Perkins, M. F. (consul, Shanghai, China), asphaltum, purchased for road construction.....	613
experiments with American, China.....	185	dyes, trade.....	899
industry, report, United States.....	293, 1091	harbor plans.....	742
crope, final forecast, India.....	1032	hosiery mill, modern, plans.....	1088
cultivation, China, Yunnan.....	888	pencil factory, first, opened.....	615
industry, American opportunity for mills, India.....	1140	trade conditions, 1918.....	940
linseed, crop estimate, Argentina.....	164	Persia, grain, crop reports.....	293
crop requisitioned, Netherlands.....	207	trade route, Bagdad to Persia.....	131
importation restricted, United States.....	56	trade review, opportunity to obtain raw materials.....	968
shortage of supply, Australia.....	333	Peru, census bureau established.....	388
oleaginous plants, cultivation, Germany.....	978	immigration law proposed.....	291
sesame, crop statistics, India.....	24	Petroleum, deposits, development proposed, New Zealand.....	333
trade statistics, Hull, England.....	466	embargo, petroleum and naphtha, Uruguay.....	1007
<i>See also</i> Oils and greases: Seeds and bulbs.		exports, Mexico, Tampico.....	422, 513, 897, 1185
Ores. <i>See</i> Metals and minerals: Mines and mining.		fields to be exploited, Japan.....	323
Osborne, J. B. (consul, Havre, France), red pottery clay production.....	1085	fuel, arrival of first cargo, Venezuela.....	36
Oxholm, Axel (trade commissioner), use of pine corks.....	512	gasoline and motor spirits, shortage, New Zealand.....	612, 1161
Packing and marking, import duties, changes, Mexico.....	252	output increasing, Burma, India.....	470
packing, tea shipments to Morocco.....	201	new fields, development, Colombia.....	329
packing suggestions, India.....	478	production, 1913-1917, Baku, Russia.....	495
South America.....	468	substitutes being made, Sweden.....	969
shipping space for commodities, table, United States.....	231	wells, decree governing, Mexico.....	467
stamping, retail price on shoe soles, Denmark.....	790	<i>See also</i> Oils and greases.	
Paints and varnishes, lac placed on restricted imports list, United States.....	610	Philippi, J. E., appointed as commercial attaché for Brazil.....	697
lacquer ware, manufacture, India.....	1070	Philippines, cultivation of cinchona attempted.....	1165
		coal regions, development.....	430
		cordage industry, possibilities.....	634
		hemp, government inspection, report.....	641
		rattan industry, development.....	523
		roofing, demand.....	443

	Page.
Photography and supplies, demand for pocket camera films, Sweden	1088
Pickrell, G. H. (consul, Para, Brazil), crude rubber exports	402, 885, 1012
Pipes and fittings, concrete, factory established, South Africa	944
sewer, opportunities, Brazil	106
Pisar, C. J. (vice consul, Cape Town, South Africa), catalogues, starch and glucose machinery, wanted	1139
cotton goods, imports	1099
electric power for vehicles, supply and regulations	286
grain elevators, proposed	300
railway development, Central Africa	696
telephones, automatic, proposed	649
Pontius, A. W. (consul, Foochow, China), cotton piece goods trade	1054
musical instruments, demand small	901
tea trade, prices and exports	906
Porcelain. <i>See</i> China and earthen ware	
Portugal, cork industry, concession granted, credit methods for cotton and tin plate	1151
dyes and dyestuffs, situation	451
olive oils, export prohibited	283
tractors, demonstration	737
trade, American-Portuguese, suggestions	405
trade journals, effective use reported	1189
Postal service, international reply coupons, service in operation, China	342
mail service, resumed in Alsace, France	847
parcel post, shipment of American samples, Argentina	1206
service needed, eastern Turkestan	137
treaty, Brazil and Chile	973
safe deposit system, New Zealand	14
service, United States and India	400
Pottle, E. R. (vice consul, Dundee, Scotland), jute trade injured by restrictions	471
Poultry and eggs, drying process for eggs, Germany	265
prices of eggs fixed by government, Uruguay	1006
Uruguay	62, 326, 799
Powder. <i>See</i> Explosives.	
Power and power plants, company sold to Swiss-Italian firm, Paraguay	
electric, American opportunities, France	1001
company, earnings, Siam	515
prosperous year, England, Bristol	153
concession granted, Argentina, Puerto Descado	1029
distribution, Scandinavian cooperation	67
enterprises, increase, Japan	106
installation, Madagascar	833
municipal, annual report, England, Nottingham	802
plant, construction, China, Antung	55
municipal, Leeds, England	1158
power, for vehicles, South Africa	278
service, Straits Settlements	296
supply project, England, Birmingham	1047
electricity, charges increased, Scotland, Glasgow	699
factor in reconstruction, France	716
increased use, Switzerland, Zurich	515
hydroelectric, development, Switzerland	627
distribution, Sweden	235
project, Ireland, Dublin	146
municipal, station, additions, Norway, Bergen	1004
water, development plans, Norway	837
<i>See also</i> Electrical machinery: Industrial development: Machines and machinery	1160
Precious stones, artificial stones, exportation permitted, France	
diamond cutting, South Africa	529
output and demand, Uruguay	960
<i>See also</i> Jewelry	406
Prices, boots, England	96
butter, maximum, England	1169
citrate of lime, Italy	537
coal, German, in Switzerland	195
government control, United Kingdom	221, 347
local, Venezuela	426
cocoons and raw silk, Italy	161

	Page.
Prices, coffee, low, Venezuela	584
corn, uncertain, South Africa	308
cotton, committee to control, England	609
crops, fixed Netherlands	980
cyanamid, fixed by government, Italy	375
dried fruits, list, England	324
eggs, government control, Uruguay	62, 326, 799
electrical supplies, South Africa	902
electricity, Scotland, Glasgow	716
Switzerland, Zurich	627
foodstuffs, Brazil, Rio de Janeiro	596
fixed by government, Uruguay	271, 326
gas, increased, Birmingham, England	244, 410
Dundee, Scotland	180
gasoline and motor spirits, New Zealand	612
hay, government fixes, Netherlands	208
hemp, raw, maximum, Italy	943
horses, annual market, Scotland	462
Swedish, bought for Germany	300
iron and steel, England, Midlands	1050
jute, cloth and yarn, United Kingdom	710, 881
lamb, special sales, Scotland	1062
lignite, 1914-1917, Greece	669
locomotives, electric, Switzerland	333
meat, fixed, Australia	1088, 1167
mica, Argentina	599
oils, olive, Portugal	737
ostrich feathers, South Africa	639
rice, government control, Japan	163
roe, tunny, Tunisia	745
roofing materials, Argentina	186
sausage, standard, Netherlands	1031
sheep, wool, statistics, Australia	569
spices, Canada	1133
stock, fat, Scotland	1133
straw, wheat and rice, Italy	598
sugar, new crop, New Zealand	579
white crystals, Australia	431
superphosphates, Italy	279
vanilla, exports, Guadeloupe	600
war, 1914-1918, London, New York, and Tokyo	933
wearing apparel, unchanged, England	489
wool, mohair, South Africa	642
Printing machinery, report issued, Argentina, Uruguay, and Paraguay	155
Professions and trades, dentist, opportunity, Mexico	602
stenographers and typists, needed by government, United States	963
Public works, artesian wells, Australia	572
bank, to finance public works, Italy	685
bridge, concrete, opened for traffic, Brazil	379
River Tay, Scotland	546
canal system, improvement, Germany	908
draining of Zuider Zee, Netherlands	877
municipal buildings, bids wanted, Ecuador	697
municipal enterprises, report, England, Nottingham	54
municipal laundries, construction, Uruguay	889
public utilities, report, England, Birmingham	410
rebuilding, Halifax, Canada	423
sewers, bids wanted, Dominican Republic	664
water and sewerage system, authorized, Cuba, Santiago de Cuba	971
water-supply department, profits, Dundee, Scotland	160
water system, to be installed, Cuba, Cienfuegos	888
<i>See also</i> Building operations; Government activities; Irrigation and drainage; Sanitation.	
Publications, castor-bean machinery, catalogues wanted, Venezuela	863
catalogues wanted, chocolate-making machinery, Ceylon	585
farming machinery, France	1166
hardware, French West Africa	662
machinery, Chile	168
India, Rangoon	480
standard sizes advocated, United States	162
starch machinery, South Africa	1139

	Page.		Page.
Publications, Centennial Book, Brazil.....	108	Railways, development, Central Africa.....	696
commerce reports, bound volumes, Tan-		Trinidad.....	744
ners' Council desires to purchase.....	671, 943	earnings, Canada.....	699
engineering journal, Spanish-English,		companies, Siam.....	153
founded, Uruguay.....	867	Italian State Railways.....	517
foreign-trade bulletin, to be issued,		statistics, France.....	20, 228
United States.....	918	South Africa.....	679
labor bulletin, advocated, Brazil.....	60	economic program, Spain.....	789
sheet music, shortage, New Zealand.....	1145	electric, construction proposed, Ger-	
trade and industrial, wanted by public		many.....	228
library, New Zealand.....	991	employees, shop, McAdoo schedule	
trade journals, effective use, Portugal.....	342	adopted, Canada.....	1139
South Africa.....	645	extension, plans, Sweden.....	1000
requested, India, Burma.....	329	project, China.....	1030
trade literature, wanted by consulate,		Sao Paulo-Rio Grande, Brazil.....	546
Straits Settlements.....	1177	freight service for fish, Canada.....	50
wanted by public library, Australia.....	991	improvements, Canada.....	143
United States Government publica-		inspection, novel method, Canada.....	190
tions—		loan, construction of Kirin-Holyong	
Abyssinia, commercial status.....	919	Railway, Japan.....	719
agricultural implement markets,		mileage, China.....	67
Australia and New Zealand.....	82	India, Burma.....	478
balloon fabrics, permeability.....	231	new, opened, Morocco.....	261
bridge columns, tests.....	133	project, Atlantic port to Switzerland.....	886
British control of imports and ex-		rolling stock, shortage, Siam.....	1172
ports.....	242	street, annual report, Glasgow, Scotland.	265
coal, analysis of samples.....	231	statistics, Leeds, England.....	295
sampling in mine.....	815	traffic, Dominican Republic.....	813
saving in boiler plants.....	619	statistics, Burma, India.....	473
smokeless combustion.....	815	tramways, earnings, Sheffield, England..	502
steaming tests.....	231	forest work, South India.....	438
coal-tar products, manufacture.....	56	operation, Settlements, Penang.....	1047
coast pilot, Atlantic coast.....	414	report, England, Nottingham.....	54
commerce and navigation of United		India, Burma.....	1022
States.....	13	See also Freight and passenger rates;	
copper, properties.....	56	Transportation.	
engineers, Navy, handy book.....	815	Rasmussen, B. M. (consul, Fernie, Canada),	
explosives, analysis.....	931	copper mining, British Columbia.....	618
gases, specific gravity.....	56	hay, community harvesting.....	1008
ground connections for electrical sys-		Ravndal, G. Bie (consul general, Nantes,	
tems.....	56	France), port for Switzerland.....	898
infantry platoons, manual for com-		pottery clay, red, production.....	1065
manders.....	56	Reat, Samuel G. (consul, Calgary, Canada),	
Interstate Commerce decisions.....	413	wheat and oats crops.....	963
musketry, Army practice.....	231	Redfield, W. C. (Secretary of Commerce), ap-	
oils, flash point.....	413	pointment of private secretary.....	868
optical instruments, testing.....	733	contracts, departmental regulations.....	354
paper markets, Argentina, Uruguay,		employment service, United States.....	853
and Paraguay.....	155	fuel conservation.....	23, 227
Portland cement specifications.....	56	lighthouse employees commended.....	45
road materials, nonbituminous.....	931	435, 640, 873, 1051, 1157	
rubber goods, testing.....	931	Refrigeration, additions to plant, New Zea-	
tariff act, United States.....	158	land.....	1124
tariff systems, South American.....	619	plant constructed for fishing industry,	
tide tables, Pacific coast.....	989	Canada, Nova Scotia.....	1054
trade of United States.....	1011	See also Meat and meat products.	
trade opportunities in France.....	629	Remillard, Horace (vice consul, Indo-China),	
utilization of elm.....	815	chemical imports.....	852
wearing apparel in Argentina.....	658, 733	commercial conditions.....	1196
wearing apparel in Brazil.....	770, 815	Rhodesia. See South Africa.	
Putnam, J. R. (consul, Valencia, Spain),		Rice. See Foodstuffs.	
agricultural implements, use, Spain.....	803	Richardson, E. V. (consul, Moncton, Canada),	
esparto industry.....	29	bond issue, road debentures.....	344
Quarries and quarrying, alabaster, exporta-		construction work, proposed.....	374
tion prohibited, Italy.....	1007	crops, damage by frosts.....	2
marble, production, 1913-1917, Italy.....	514	prospects.....	946
talc, production, South Africa.....	898	forest survey, report.....	22, 403
Railway equipment and supplies, limited		gas, natural, shortage feared.....	798
market, Mexico, Lower California.....	1144	linen mill, operation.....	702
locomotives, electric, purchase author-		potato grading, uniform system advoc-	
ized, Switzerland.....	333	ated.....	962
standardization, China.....	794	railway, bought by American interests.....	399
ties, consumption and cost, Canada.....	4	shop employees, McAdoo schedule	
use for fuel, Canada.....	976	adopted.....	1139
Railways, American interests, Canada, New		fast freight fish service.....	50
Brunswick.....	369	government, improvements.....	143
bills of lading, through export, United		inspection, novel method.....	199
States.....	593	ties, consumption and cost.....	4
concession, solicited by Buenos Aires		use for fuel.....	976
firm, Argentina.....	703	timber land, sales methods.....	1147
conditions, statistics, Mexico.....	456	seed distribution, grain.....	261
construction, German firm's work infor-		sheep raising, government assists.....	242
rior, Ecuador.....	847	telephone connection, New Brunswick	
proposed, Papua, Australia.....	454	and Prince Edward Island.....	712
		trade review exports.....	154
		wool grading, results.....	3

	Page.		Page.
Roads and road machinery, concrete paving, proposed, Auckland, New Zealand.....	374	Samoa, trade of United States.....	994
highways, conditions, Rio de Janeiro, Brazil.....	216	Sanitation, projects to combat marsh fever, Macedonia.....	459
construction, after the war, Scotland.....	542, 749	sewer construction, Dominican Republic.....	664
motor-vehicle, Argentina.....	1037	See also Public works.	
Chile.....	1087	Santo Domingo. See Dominican Republic.	
Martinique.....	1088	Sauer, Emil (consul, Maracalbo, Venezuela), cordage trade.....	908
Siara.....	885	sugar, growth of industry.....	791
roads, conditions and mileage, etc., China, Hongkong.....	746	Savage, J. M. (consul, Sheffield, England), tramway earnings.....	502
Manchuria.....	747	Scandinavia. See Denmark; Norway; Sweden.	
India, Burma.....	473	Schmedeman, A. G. (American minister, Norway), whale fishery.....	46
Mexico.....	749	Schulz, W. H. (consul, Berne, Switzerland), cordage and twine trade.....	876
Trinidad.....	749	Scidmore, G. H. (consul general, Yokohama, Japan), barley, yield forecast.....	1001
Venezuela.....	750	bean cake, use a foodstuff advocated.....	382
improvement, need, Canada, Ontario regulation of loads, Trinidad.....	1146	bonds, exchange, to finance export trade.....	953
See also Paving.	687	camphor industry, condition.....	299
Robertson, W. H. (consul general, Buenos Aires), banking and investment company, organized.....	971	conditioning of exports.....	181
cereals, crop estimate.....	164	cotton cloth, exports.....	324
cork, manufactured articles, imports.....	400	cotton, imports from United States.....	506
mica, industry, development.....	599	spinning mills, government restrictions.....	200
roofing materials, trade.....	186	dye industry, development.....	452
sugar, shortage.....	977	exhibition, commercial, permanent, Harbin.....	651
trade, American and European, with Argentina.....	617	gold specie, accumulation, Japan.....	403, 649
wine, foreign trade.....	982	lace and embroideries, trade.....	595
Rope. See Cordage and twine.		leather belting, imports.....	718
Rosenthal, S. W. (special agent), packing, suggestions for South America.....	468	loans, foreign, on market.....	319
silverware, flat, market, Bolivia.....	335	menthol, output decreased.....	677
Rosin. See Naval stores.		monetary conditions.....	1182
Rothchild, S. E., Jr. (vice consul, Goteborg, Sweden), steamship companies, canal, consolidate.....	343	monopolies, profits, annual report.....	207
Rowe, J. W. (vice consul, Mexico City), convention of chamber of commerce.....	1090	museum, commercial, proposed, Singapore.....	395
Rubber, crude, exports, Amazon district, Brazil.....	865	prices, 1914-1918, Tokyo, London, and New York.....	933
crude, exports, Para, Brazil.....	402, 762, 1012	raw silk exports.....	327
importation prohibited, Canada.....	49	rice, government control of prices.....	163
importation permitted, United States.....	625	sheep raising, government to aid.....	395
denaturalizing company, Denmark.....	84	ship company, Japan mail, profits.....	211
exports and prices, Ecuador.....	1043	shipping firms widen activities.....	987
gutta percha, restriction on importation modified, United States.....	609	silk crepe, inspection required.....	249
imports, United States.....	1153	soda, caustic, effect of embargo.....	999
plantation, Dutch East Indies.....	111	tea, export statistics.....	437
Rubber goods, tires, exportation prohibited, Canada.....	117	tobacco trade, Japanese in China.....	720
See also Boots and shoes.		working hours in factories.....	404
Rugs. See House furnishing goods.		Scientific instruments, progress in manufacture of chemical, United States.....	1212
Russia, Bank of Finland, annual report.....	904	Scotland, agricultural implements, demand.....	378
bureaus, public purchasing.....	373	agricultural notes.....	310
commercial conditions, Siberia.....	491	bank, savings, report, Dundee.....	925
committee, Russo-American, states purposes.....	460	berries, crop harvested.....	698
dry goods, importing company formed, Finland.....	1195	bridge, concrete, Dundee.....	546
educational project.....	723	canal traffic, decline.....	1041
export chamber, Russian branch in Stockholm.....	627	cattle breeders, proposed new rules.....	119
free-port project, Petrograd.....	960	commerce, degree course, Edinburgh University.....	537
industrial situation, Poland.....	1129	cooperative society buys farm, Dunfermline.....	437
iron mines, Japanese investigation, Siberia.....	1027	crop conditions.....	566, 874
oil production, statistics, Baku.....	495	electricity charges, Glasgow.....	716
paper and wood-pulp industry, Finnish, combination.....	957	engines, ship, standardization.....	611
shipping service, new, with Sweden.....	51	fair, second Glasgow industries.....	830
trade, foreign, after the war.....	1190	fish catch, annual report.....	435
Rutter, F. R. (commercial attaché, Japan), business methods of American corporations.....	203	flax, decorticating machine, invention.....	988
St. Pierre Island, opening of fishing season.....	481	harvest begun.....	819
Salt, deposits developed, Netherlands.....	499	gas, prices increased, Dundee.....	180
exports restricted, Mexico.....	254	horses, prices at market.....	462
German cargoes, Sweden.....	482	iron and steel, trade conditions.....	292
output, Chosen.....	717	jute, trade conditions.....	265, 710
works to be installed, Norway.....	820	jute yarn, situation, Dundee.....	241
Sammons, Thomas (consul general, Shanghai, China), railway mileage extended.....	67	lamb, sale prices.....	1062
telephone, automatic, advocated.....	82	linen trade, American purchases.....	356
		live stock, shortage.....	543, 568
		lumber, trade conditions.....	292
		motor cars and public roads.....	749
		pirate rates, Dundee harbor.....	45
		railways, street, report, Glasgow.....	265
		rat extermination, scheme.....	434
		revenue, customs and excise, Dundee.....	830
		road construction, after the war, surveyors.....	542

	Page.		Page.
Scotland, steamship companies, combine proposed.....	836	Ships and shipping, traffic statistics, Wales, Swansea.....	907
stock, fat, prices.....	1133	transit goods, sale permitted in Sweden.....	1009
textile trade, Dundee.....	241, 266, 398, 538, 710	transshipment permits, motor cars and accessories at Singapore.....	1067
trade, with United States.....	715	<i>See also</i> Harbors and docks; Inland waterways; Freight and passenger rates; Transportation.	
tricycles for wounded soldiers, demand.....	1163	Shoes. <i>See</i> Boots and shoes.	
wages, farm.....	879	Shooks. <i>See</i> Lumber and wood products.	
harbor employees, Dundee.....	818	Slam, automobiles and accessories, transshipment permit necessary at Singapore.....	1057
jute trade, arbitration.....	437	budget estimates.....	120
water-supply department, profits, Dundee.....	160	castor beans, plantation established.....	260
whisky, scarcity.....	994	currency notes, circulation value.....	133
<i>See also</i> United Kingdom.		dyes, foreign, imports.....	394
Seeds and bulbs, lily bulbs, production, Bermuda.....	181	earnings, industrial.....	152, 499
seeds, canary, crop decreased, Spain.....	1097	electrical goods, trade review.....	420
embargo on export, Spain.....	721	forest company, name changed.....	115
forage-plant, imports, United States.....	530, 915	hats and caps, trade review.....	444
tomato, situation, Masatlan, Mexico.....	375	highways and use of automobiles.....	885
<i>See also</i> Oilseeds.		railway notes.....	1172
Sharp, Hunter (consul, Belfast, Ireland), crop conditions.....	135	rice, crop prospects.....	1015
dye industry, government aid.....	705	mill, German, sold to Chinese firm.....	707
exports to United States.....	835	Silk and silk goods, cocoons, local market, Italy, Sicily.....	161
Sharp, W. G. (American Ambassador, France), issue of notes, Bank of Algeria.....	143	crepe, inspection of exports required, Japan.....	429
Sheep. <i>See</i> Live stock.		exports, 1915-1918, China, Shanghai.....	940
Ships and shipping, back-haul privilege extended, United States.....	11	inspection of goods for export, Japan.....	701, 1111
bills of lading, through export, United States.....	593	sericulture, University of Nanking offers course.....	505
boats, river, sales, Argentina.....	772	silk, raw, exports, Japan.....	327
bunker fuel, rulings changed, United States.....	993	prices, Italy, Sicily.....	161
cargo space for barrels, formula for computing, United States.....	1115	production of the world.....	36
cargoes, deck, sailing vessels, ruling, United States.....	929	wild (tussah), crop, Manchuria.....	1065
companies, activities of Japanese.....	987	silkworm, cultivation, India.....	68
condition, Germany.....	1032	industry, outlook, Italy.....	276
consolidation, Sweden.....	343	<i>See also</i> Textiles; Wearing apparel.	
proposed, Scotland.....	836	Silliman, J. R. (consul, Guadalajara, Mexico), corn, crop prospects.....	929
profits, Japan Mail.....	211	motor cars and public roads, report.....	748
Slam.....	152	Silver. <i>See</i> Metals and minerals; Mines and mining.	
receipts, three months, Brazil.....	208	Simpson, C. W. (vice consul, Patras, Greece), currant crop.....	1189
steamship, sold, Paraguay.....	1001	Skinner, R. P. (consul general, London), bank deposits, England.....	930
Swedish, activities.....	986	bank notes, foreign, exportation limited.....	849
dunnage, ruling, United States.....	914	butter, maximum prices.....	1169
freight service, Yarmouth to Boston.....	735, 1165	chlorine and compounds, trade restrictions.....	1009
Japanese in Australian trade.....	452	commercial policy, after the war.....	376
line, Holland-America, annual report.....	100	cotton, control by commission.....	609, 1084
merchant marine, increased, Netherlands.....	1186	growing, report, British colonies.....	854
profits, Greece.....	65	prices and returns order.....	844
report, Norway.....	210	crop conditions.....	135, 566
pilotage rates, Dundee harbor, Scotland.....	45	dried fruit, prices fixed.....	324
service, direct passenger, Buenos Aires to New York.....	1172	embargo list, exports, changes.....	561
Japanese to South America.....	162	furs, summer sale.....	678
new, Sweden to Russia.....	51	imports, prohibition.....	530
passenger and freight, Burma, India.....	470	jute yarn and goods, prices fixed.....	881
shipbuilding, activity, Balearic Islands.....	1160	lace and embroideries, gold, use restricted	289
companies amalgamate, Germany.....	503	maize and cereals, sale restrictions.....	1065
conditions, Australia.....	397	radio-active substances, trade restrictions.....	657
Germany.....	1032	ship, ferro-concrete, first built.....	592
contract for standard ships, China, Hongkong.....	978	rivetless, launched.....	467
cost-plus plan adopted, Norway.....	18	slag, blast-furnace, use for road construction.....	1157
engines standardized, Scotland.....	611	socks, regulation of dyeing and sale.....	913
shortage of materials, Norway.....	1102	trade review, London, exports to United States.....	305, 673, 1125
statistics, United States.....	33, 892, 892, 1171	wool market, regulations.....	831
ship, ferroconcrete, first, England.....	592	Skins. <i>See</i> Hides and skins.	
rivetless, launched, England.....	467	Slater, F. C. (consul, Sarnia, Canada), trade extension problems.....	96
standard, first launched, China.....	1159	Smith, James A. (consul general, Calcutta, India), jute, crop forecast.....	1011
shipping, improvement plan, Brazil.....	822	jute industry, development.....	58
shipping space, shortage, New Zealand.....	1187	oilseeds, crops, final forecast.....	1082
shipping trade, possibilities, Sweden.....	262	tea-garden implements, market.....	616
ships, foreign, permitted in coastwise trade, Mexico.....	959	trade review, January and February.....	267
importance to United States.....	1012	Smith, P. B. (special agent), conduit, electrical, suggestions for South American market.....	394
wooden, construction, Norway.....	40	electric goods, American opportunities, Chile.....	274
contract awarded, Canada.....	951		
ships' stores, import ruling, United States.....	961		
shipwrecking companies, Wales.....	905		
steamboat inspection rules, amended, United States.....	646		
tonnage offers, after the war, Norway.....	294		

	Page.
Snow, C. D. (Assistant Chief of Bureau), foreign-trade education, cooperation of government bureaus.....	916
Snyder, A. G. (consul general, Panama city), commercial invoices, requirements.....	673
turtle fishing, free, permitted.....	553
Soaps, export duty, Spain.....	806
factory, American, Panama, Colon.....	709
imports, China, Hankow.....	110
prices, government fixes maximum, Uruguay.....	64
Social welfare, communal kitchens, activities, England.....	520, 1067
convicts, employment, New Zealand.....	1195
discharged soldiers, college classes proposed, England.....	120
gardens, allotment, England.....	874
housing, after-war plans, Germany.....	547
reconstruction, collective purchasing, France.....	773
returned soldiers, disabled, demand for appliances, Scotland.....	1163
temperance activities, Uruguay.....	841
training abandoned children, Brazil.....	533
Sokobin, Samuel (vice consul, Nanking, China), inland waterways, traffic.....	682
wheat, experiments with American seed.....	1035
South Africa, carbide, manufacture to be resumed.....	915
casks, wattle wood used successfully.....	939
catalogues, American, starch and glucose machinery wanted.....	1139
chrome, discovery of deposit.....	1141
cost of living, prewar and present prices.....	698
cotton, crop report.....	243
cotton goods, imports.....	1099
cotton growing, association report.....	856
crayfish, preserved, exports.....	889
cream separators, market.....	638
diamond cutting, condition of industry.....	950
electric power for vehicles, supply and regulations.....	296
factories, industrial development, Cape Town.....	424
factory, concrete pipe, established.....	944
grain, crop conditions.....	308
grain elevators, proposed.....	300
hides and skins, trade conditions.....	1095
industries, new, established.....	527
irrigation projects on Orange River.....	1168
lumber, import statistics.....	424
machinery and spare parts for sugar estates made in Durban.....	387
maize and Kaffir corn, crop report.....	243
manufacturing, government aid.....	1209
marble, imitation, trade conditions.....	182
milk, condensed, manufacture.....	885
minerals, output statistics.....	431
mining leases, amendment of act.....	607
ostrich leathers, market.....	639, 838, 1103
ostriches, breeding problems.....	1111
population, census statistics.....	635, 923
railways, earnings.....	679
rates increased.....	334
spices, imports, trade review, statistics.....	332
sugar, crop and output.....	1123
supplies, electrical and telephone, need, tale, production.....	902
telephones, automatic, proposed.....	898
timber, local consumption.....	649
resources.....	909
tin, smelting plant erected.....	1215
tobacco, crop report.....	193
trade, international competition.....	243
trade journals, use in consular work.....	856
trade review.....	645
wool, government purchases.....	24, 505, 557, 919, 335
market, Port Elizabeth.....	642
record shipment.....	1109
trade conditions.....	1094
Southard, A. E. (consul, Aden, Arabia), dyes, market.....	890
hides and skins, trade.....	31
report on commercial conditions.....	919
skins, exports to United States.....	59
Spain, agricultural implements, use limited.....	803
automobiles, trade suggestions.....	1176
banks of Spain, list.....	1178

	Page.
Spain, bread, rules affecting manufacture.....	1121
canary seed, embargo on export.....	721
castor-oil industry.....	108
coal, consumption regulations.....	1175
conduit, rigid iron, use, future market, Valencia.....	1162
crop conditions, Malaga.....	1096
donkeys placed on embargo list.....	385
dyes and dyestuffs, situation.....	284
economic program, government's.....	788
esparto industry, Valencia.....	29
exports to United States, decline.....	350
fertilizers, mineral, government control.....	1186
locks, market, Palma de Mallorca.....	640
lumber, list of importers.....	210
meat products, import customs free.....	661
mines, potash, government regulation.....	130
monetary circulation, conditions.....	1153
monetary system, reform proposed.....	159
oil, olive, exportation permitted.....	557
onions, exports.....	396
orange, crop, exports 1913-1915.....	1207
paper, wrapping, use in raisin and almond industries.....	1214
potash salts, government control.....	130, 1069
red oxides, industry and exports.....	412
shipbuilding, Balearic Islands.....	1160
sugar, production and consumption.....	1211
tariffs, changes in duties, Spain.....	305
trade agreement, Franco-Spanish.....	1018
warehouses, customs free, permitted.....	657
Spices. See Flavoring extracts and spices.	
Spirits. See Wines, spirits, and malt liquors.	
Spitzbergen, coal deposits found.....	321
Steel. See Iron and steel.	
Stewart, F. R. (consul, Vera Cruz, Mexico), agave fiber, market sought in United States.....	575
revenue, customs, Vera Cruz.....	829
trade review, exports to United States.....	390
Stores and warehouses, grain elevators, proposed, South Africa.....	300
grain warehouses, construction, Australia.....	258, 1151
facilities, Australia.....	415
warehouses, customs free, Spain.....	657
Straits Settlements, dyes, market suggestions.....	894
electric light and tramway service, Penang.....	1047
glassware, exports and imports.....	70
lamp ware, trade conditions.....	37
liquors, trade and duties.....	716
patchouli, production and exports.....	1003
trade conditions.....	590
trade literature, America, wanted.....	1177
trade review, exports and imports.....	42
Structural materials. See Building materials.	
Subsidies, bounty on zinc proposed, Canada.....	189
Sugar, agronomic station, Guadeloupe.....	815
beets, growing, Australia.....	380, 447
production, Azores.....	934
cane, crop, Egypt.....	1138
grinding, Tucuman, Argentina.....	522
company organized, Salta.....	522
consumption, Algeria.....	740
crop, below normal, Guadeloupe.....	1131
damaged, Argentina.....	687
purchased by government, Australia.....	431
ruined by frost, Brazil, Sao Paulo.....	827
cultivation possibilities, Brazil.....	766
exports to United States, Cuba.....	993
export trade, revival, Brazil.....	801
international sugar convention, withdrawal of United Kingdom.....	1194
license required for export to Canada.....	705
output and imports, South Africa.....	1128
prices, wholesale, fixed, New Zealand.....	579
production, 1913-1917, Denmark.....	959
Spain.....	1211
Venezuela.....	537, 745, 791
shortage, high prices, Argentine.....	977
trust, operations, Dutch East Indies.....	872
Sullivan, L. N. (consul, Newcastle, Australia), sheep raising.....	568
Sweden, agricultural machinery, manufacture.....	1039
ball-bearing industry, combination.....	1067
banks of Sweden, report, 1917.....	1178

	Page.		Page.
Sweden, canal steamship companies, consolidation.....	343	Tariffs, Trinidad.....	785
chamber of commerce, Swedish, established in Switzerland.....	328	Uruguay.....	271
Swedish, in New York City.....	614	cotton seed and plants, certificates for importation, French colonies.....	280
commercial interests in Russia.....	1216	customs procedure, Colombia.....	269
consular and commercial attaché service, development.....	632	export duties, hides and quebracho, Paraguay.....	271
corks, pine, use.....	512	petroleum, Mexico.....	513
cost of living.....	1112	soap, Spain.....	305
cotton goods, imports, 1916.....	644	Franco-Canadian commercial convention abrogated.....	771
electrical works, German factory.....	935	import duties, agricultural machinery, exempted, Canada.....	250
export council formed.....	497	automobiles, Guadeloupe.....	510
export trade committee established.....	66	beer, reduced, Mexico.....	807
fibers, use of substitute.....	169	grain, exempted, Italy.....	1007
films, pocket camera, demand.....	1088	leather belting, Japan.....	718
furnaces, electric smelting, construction.....	258	liquors, Straits Settlements.....	716
hemp shortage.....	1102	machinery exempted, Mexico.....	913
horses, high prices from Germans.....	300	musical instruments, Switzerland.....	790
industrial situation.....	132, 1100	paper, payable in kind, Mexico.....	832
iron industry, statistics.....	519	proposed increase, Argentina.....	929
licenses, exports from United States.....	447	invoices, requirements, Nicaragua.....	674
lumber, rafting across sea proposed.....	193	Panama.....	770
mackerel, catch and value.....	183	See also Legislation.....	
micanite, manufacture started.....	771	Tes, experts to promote industry, Japan.....	772
oil industry, development possibilities.....	969	exports, statistics, China, Shanghai.....	491
paper, waste, government control.....	295	Japan.....	437
peat bog owners, combine.....	814	garden implements, market, India.....	616
percussion cap, new, manufactured.....	685, 808	trade conditions, China, Foochow.....	906
power, electric, distribution.....	106	trade opportunities, Morocco.....	201
hydroelectric, distribution.....	146	Telephones and telegraphs, cable messages, refund for censored, United States.....	19
railroad extension, after-war plans.....	1000	supplies, need, South Africa.....	902
Russian export chamber, branch in Stockholm.....	627	systems and service, Dominican Republic.....	344
salt, German cargoes.....	482	telegraphs, development, Norway.....	1019
shipping service to Russia.....	51	Improvement, proposed, Brazil.....	101
spirits, manufacture forbidden.....	303	wireless station completed, Isle of Pines.....	952
steel tires, bicycle, demonstration.....	613	telephones, automatic, advocated, China, proposed, South Africa.....	8
telephone companies, combination.....	952	companies combine, Sweden.....	649
timber, exports.....	509	direct connection, New Brunswick and Prince Edward Island.....	952
trade and shipping company, activities.....	986	municipality purchases system, Colombia.....	115
trade with Russia, society formed.....	996	systems and service, Brazil.....	307
trust, exporters', formed.....	901	Textiles, cloth, standard specifications, England.....	1103
trade review, foreign.....	818, 1052, 1067	cloth, standard, manufacture, Denmark.....	830
typewriters, German, on market.....	583	cotton, trade conditions, Venezuela.....	330
watches, American opportunities.....	1046	designs, Peruvian, adoption advocated, England.....	222
winter shipping, possibilities.....	262	dry goods, importing company, Finland.....	1195
wire articles, company organized.....	425	exhibition, foreign-made fabrics, New York City.....	380
Switzerland, automobiles, statistics.....	975	Japanese trade with Australia.....	1110
chamber of commerce, Swedish, established.....	328	substitute, cellulon, manufacture, Germany.....	1114, 1142
coal, German, prices and uses.....	195	fiberglass, Scandinavia.....	169
cordage and twine, trade.....	876	textile, Germany.....	889
crop conditions.....	158, 820, 1034	trade conditions, Scotland, Dundee.....	398
dyes and dyestuffs, situation.....	285	training of students, proposed, Leeds, England.....	433
electric power, increased use.....	627	See also Cotton goods: Knit goods, Lace and embroideries; Linen and linen goods: Silk and silk goods: Wool and woolen goods: Wearing apparel.....	
fair, Basel to alternate with Lausanne.....	677	Thackara, A. M. (consul general, Paris), artificial precious stones, exportation permitted.....	529
sample, third, successful.....	345	trade review, exports to United States.....	97
food rations, per person per month.....	843	walnuts, embargo partially removed.....	913
glass trade.....	699	Thompson, E. W. (commercial attaché), banks of Sweden, report.....	904, 1178
locomotives, electric, purchase authorized.....	333	cost of living, Scandinavia.....	1112
musical instruments, market.....	790	industrial situation, Poland.....	1129
potatoes, growing method.....	39	pasteboard boxes, substitute for tin, Denmark.....	1067
power, hydroelectric, development.....	235	salt works to be installed, Norway.....	820
railway rates increased.....	323	textile substitute, cellulon, manufacture, Germany.....	1142
trade extension, suggestions.....	1125	trade review, Sweden.....	518
trade-mark, national, proposed.....	151, 1173	water power, development projects, Norway.....	1160
watches, exports, 1917.....	260	Thompson, P. D. (vice consul, Valencia, Spain), onions, exports, 1917-18.....	396
Targart, G. R. (consul, Fort William, Canada), output of starch works.....	366	oranges, exports 1913-1918.....	1207
Tanning materials, avaram, cultivation proposed, India.....	109		
importation restricted, United States.....	3		
production, government aid, Norway.....	138		
Tariffs, cattle and hogs, quarantine regulation changes, Brazil.....	140, 269		
British West Africa.....	124		
Canada.....	141, 1107		
France.....	122		
Greece.....	250		
India.....	140, 476		
Madagascar.....	142		
Mexico.....	251, 513, 913		
Morocco.....	270		
Newfoundland.....	124		
Nigeria.....	143		
New Zealand.....	142		

	Page.		Page.
Timber. <i>See</i> Forests; Lumber and wood products.		Trade extension, school of commerce, University of Oregon.	915
Tin. <i>See</i> Metals and minerals; Mines and mining.		Siberia, conditions, German competition.	491
Tobacco, crop estimate, Greece.	741	trade, after the war, Russia.	1190
crop report, South Africa.	243	trade investigation, British, in Pacific islands.	245
duties, export and import, modified, Mexico.	252	trading places to be opened in Manchuria.	717
growing experiments, Manchuria.	462	transportation problems, eastern Turkistan.	972
leaf, amount in warehouses, United States.	386	wearing apparel, market, Argentina.	658
import duty, Trinidad.	785	<i>See also</i> Capital and investments; Credit and credit methods; Trade organizations; Trade representatives.	
requisition for armies, Algeria.	1191	Trade organizations, association, chambers of commerce, annual meeting, United Kingdom.	74
trade, Norway.	518	association, closed-down factories, Germany.	21
Toilet articles, perfumery, import prohibited, Jamaica.	672	federation of farmers, New Zealand.	452
toilet preparations, larger sales, Jamaica.	883	lumber exploitation, Austria-Hungary.	543
trade opportunities, China, Hongkong.	964	machine industry, Norway.	259
Tongan Islands, foreign trade statistics.	194	ore manufacturers, Germany.	543
Tools. <i>See</i> Hardware.		shipbuilding concerns, Germany.	503
Toys. <i>See</i> Notions and novelties.		Spanish-American wool, to operate in Argentina.	287
Tractors. <i>See</i> Agricultural implements.		yeast factories, Norway.	275
Trade extension, Abyssinia, report on conditions issued.	919	board of trade, created, Australia.	215
advertising suggestions, Indo-China.	1196	branch of Russian export chamber formed in Stockholm.	627
after-war plans, Germany.	206	bureau, commercial, established in New York by Greek Government.	498
Holland.	853	French commercial, established in London.	134
Japan.	700	public purchasing, between Russia and Norway.	373
Sweden.	66	chamber of commerce, Allied, organized, Argentina.	366
Australasia, misconception of term.	421, 1131	American, organized, Colombia.	1043
banks, aid to foreign trade, United States.	659	convention opened, Mexico.	1090
British, suggestions for.	806	formed, Belize, British Honduras.	258
coal trade, government plans, United Kingdom.	391	Swedish, established, Switzerland.	328
collective selling, France.	773	formed in New York City.	614
commerce society, Swedish, formed for business with Russia.	996	committee, export trade, Sweden.	66
commercial center, Turkey, Bagdad.	958	reconstruction, France.	515
commercial interest, German, in Baltic Provinces.	1213	Russo-American, purposes, Russia.	460
Swedish, in Russia.	1916	consortiums, to import raw materials, France.	965
commercial methods, Indo-China.	1196	cooperative, formed, New Zealand.	213
commercial policy, Board of Trade, England.	376	cooperative society buys farm, Scotland.	437
competition, international, British and American.	859	council, export industries, Sweden.	497
"competitive" trade of Australia.	298	industrial, for Central Europe, formation, Germany.	1166
conditioning of products, Japan.	675	gilds, industrial research, Canada.	580
conditions and suggestions, Argentina.	617, 809	society, Swedish, to promote trade with Russia.	996
consular assistance.	490, 543, 645, 650	trust, sugar, operations, Dutch East Indies.	872
dyes, exports to Switzerland.	285	timber exporters, Sweden.	901
economic region, formation, France.	421	Trade representatives, agencies, foreign, suggestions for retaining, United Kingdom.	62
English language, use, India.	475	commercial agents, qualifications, United States.	1013
exhibition, permanent commercial, Japan, Harbin.	651	commercial attaché, American, appointed to Brazil.	697
export-import house, new, Denmark.	581	service, Sweden.	632
foreign buyers, club privileges, New York City.	381	commissioner, lumber trade, for Europe, duties, British Columbia.	610
industrial standards for materials, Spanish-English edition.	178	Indian trade, office in London.	713
letters mislaid to Algiers.	149	industrial, sent abroad, Japan.	700
library, commercial, opened in Leeds, England.	439	foreign buyers, club privileges, New York City.	381
methods, American corporations in Japan.	203	printer, Australian government, to purchase paper in United States.	650
American, cream separators, South Africa.	638	Transportation, canal, Siam.	885
Brazilian, use of publication.	648	commercial highway, Atlantic to Switzerland.	886
commercial houses, Straits Settlements.	500	effect on trade, Turkistan.	972
marketing tea, Morocco.	201	growth of companies, Italy.	565
suggestions for, Burma, India.	479	interior, facilities, Burma, India.	472
Switzerland.	1125	trade route, Bagdad to Persia.	181
opportunities, American, Brazil.	105	traffic, plans for handling, Sweden.	1000
Dominican Republic.	664	<i>See also</i> Inland waterways; Railways; Ships and shipping.	
France.	629	Transvaal. <i>See</i> South Africa.	
India, Burma.	479		
New Zealand.	983		
ports of entry, list, Burma, India.	472		
position of United States in Australian trade.	208		
problems, giving cost price to clerks, Canada.	96		
results of "foreign trade opportunity," Algeria.	347		
samples, complaints against shipment by parcel post, Argentina.	137		
paper fabrics, Norway.	944		

	Page.		Page.
Treat, H. A. (clerk to commercial attaché, Australia). agricultural education, system proposed.....	444	United States, commercial attaché, appointment to Brazil.....	607
alcohol, industrial, yield to be increased.....	441	committee, Russo-American, purposes.....	460
cotton growing, investigation of facilities.....	1135	"competitive" trade with Australia.....	298
frozen meat, exports.....	199	consular results.....	543
gold, production statistics.....	1195	contracts with Commerce Department, regulations.....	354
grain warehouses, construction.....	1151	cotton, consumption and supplies. 195, 618, 1036	
industrial notes.....	182	crop report.....	99
industries, new, established.....	389	exports to Japan.....	508
iron mine, government acquires option.....	1190	freight rate to Portugal.....	177
leather industry, South Australia.....	1183	ginning, statistics.....	980
meat, shortage, prices fixed.....	1167	cottonseed and products, report..... 293, 679, 1091	
mills, cotton and woolen, construction.....	1003	education, foreign trade, cooperation of government bureaus.....	916
motor-car industry, prospects.....	708	employees, export firms, status in draft.....	1203
railway construction proposed.....	454	lighthouse service, commanded.....	45
shipbuilding, conditions.....	397	435, 640, 873, 1051, 1157	
ships, Japanese, in Australian trade.....	452	exhibit, samples of foreign-made goods, New York City.....	380, 661
steel works, output and profits.....	1161	export declaration, procedure in executing, United States.....	1120
sugar, beet, industry.....	380	export licenses, expiration date, United States.....	27, 1169
sugar crop, government purchases.....	481	goods from Haiti and Santo Domingo.....	465
trade review, imports.....	1097, 1116	list of exceptions, United States.....	1174
wheat, harvest arrangements.....	1148	list of outstanding, United States.....	1059
pool, returns.....	237	partial shipments.....	112
sold to New Zealand.....	1198	personal baggage.....	577
wines, production.....	1185	procedure, United States.....	452, 932
wool, clip, valuation.....	1127, 1204	sheepskins, United States.....	961
manufacture, lack of yarn.....	694	shipments to Mexico, United States.....	196
trade, quiet.....	1089	sugar from Canada.....	465
Trinidad, duties on tobacco, rum, coconuts and copra.....	785	transit goods, United States.....	696
import restrictions.....	273	export trade, Webb Act, filing of statements.....	145
motor cars and public roads.....	686, 749	firms to which it applies.....	817
Trucks. See Automobiles.		exports, authorized to certain "enemies" in Switzerland.....	14
Tuck, S. P., Jr. (vice consul, Alexandria, Egypt). Suez Canal traffic, 1917.....	1180	merchandise, statistics.....	330, 346
Tunis, cereals, crop estimate.....	199	war-time, attitude of government.....	1171
chemicals, import statistics, 1917.....	802	exposition, chemical, fourth national.....	1212
rice imports, 5 years.....	846	firms, export, relation to national interest.....	1066
tunny fish, catch.....	745	fish, catch, New England ports.....	194, 556
Turkey, barley, wheat, and date crops.....	1061	Seattle.....	200, 591
commercial center, importance of, Bagdad.....	958	demonstration of preparing.....	261
cotton growing, possibilities.....	979	distribution.....	651
trade review, 1916-17.....	600	laws, to be enforced.....	329
Turpentine. See Naval stores.		rescue work, Mississippi River.....	1143
Twine. See Cordage and twine.		shipments from Gulf region.....	309, 607
Underwear. See Knit goods; Wearing apparel.		fish meal, production.....	180
Union of South Africa. See South Africa.		fisheries, American-Canadian conference, completed.....	974
United Kingdom, agencies, foreign, suggestions regarding retaining.....	62	coastal, statistics, 1917.....	534
banks, amalgamation.....	74	vessel, "Roosevelt" activities.....	311
chambers of commerce, annual meeting.....	74	forage plant seeds, imports.....	83, 530, 916
coal, economy campaign.....	927	freight rates, list of traffic committees, United States.....	488
prices, fixed by government.....	347	gold manufactures, exports restricted.....	385
trade, government plans.....	391	import licenses.....	278, 961, 1174
cotton, raw, prices.....	844	import restrictions, animal hair, United States.....	962
crop conditions, England and Wales.....	135	cacao, United States.....	129
fuel and lighting law.....	369	flaxseed, United States.....	56
hardware, trade conditions.....	456	graphite, United States.....	22, 129
hosiery, exports.....	137	ratatons and reeds, United States.....	337
import prohibitions.....	530	rice, United States.....	346
margarine, standard, manufacture.....	1063	tanning materials, United States.....	3
salvage of waste war materials.....	905	imports, by countries.....	423
silviculture advocated.....	443	from Dutch East Indies.....	180
sugar convention, international, withdrawal from.....	1194	kapok, stocks on hand.....	582
trade review, statistics.....	689	kitchen, experimental, preparation of fish legislation, Lighthouse Service.....	1069
traffic, sea-borne, statistics.....	907	occupations, classification of registrants.....	104
See also England, Ireland; Scotland.		packing, displacement of commodities, table.....	336
United States, act providing commission to standardize screw threads.....	268	suggestions for South America.....	468
agreement, commercial and shipping, with Denmark.....	1073	peaches and prunes, dried, export permitted to Canada.....	849
banks, aid to foreign trade.....	650	prices, 1914-1913, London, Tokyo, and New York.....	933
bills of lading, through export.....	593	priority list of industries.....	920
cablegrams, refund for censored.....	19	purchases, civilian, statistics.....	283
canals, Sault Ste. Marie, traffic.....	167, 608, 1134	raw materials, conservation.....	1192
cargo, space needed for barrels, formula for computing.....	1115	rubber, import statistics.....	1153
catalogues, standard size advocated.....	162	salmon, sockeye, marking stations.....	1076
coal and coke trade.....	507, 683	school of commerce, University of Oregon.....	915
color card, standard, advantages.....	663	shad, catch, 1912.....	226
coin and bullion, export controlled by Treasury Department.....	1201		
commercial agents, qualifications.....	1013		

	Page.
United States, shipbuilding, statistics.....	33.
shipping facilities, importance.....	862, 882, 1171
soda, caustic, rules governing trade.....	1012
specifications for industrial materials, Spanish-English edition.....	322
steamboat inspection rules amended.....	178
stenographers and typists, needed by government.....	646
tax, articles sold in foreign commerce.....	963
taxation, income, resale of merchandise by nonresident aliens.....	1188
tin, imports.....	412, 1094
tin plate, exports.....	1107
tobacco, leaf, amount in warehouses.....	386
toy industry, development.....	586
trade-mark, national, proposed.....	231, 883, 1181
trade review, exports and imports.....	291
exports of breadstuffs.....	455, 770, 914, 1066
trading-with-enemy act, caution to users of World Trade Directory.....	926, 1148
changes in list 147, 338, 353, 531, 721, 900, 1077 cumulative supplement to list.....	530
war materials, curtailment, United States.....	311, 671
War Trade Board ruling, additions to conservation list.....	1192
275, 561, 609, 737, 913, 945, 1069, 1121, 1137	193
back-haul privilege.....	11
bananas or plantains.....	369
bunker coal.....	293
canned beans.....	567
coffee, Brazil to New Orleans.....	241
coin, bullion, etc.....	1201
compound lard.....	721
copper ore, imports.....	209
copra, imports.....	209
cotton seed.....	561
creosote oil from Japan.....	610
deck cargoes.....	929
dunnage.....	914
exports to certain "enemies" in Swit- zerland.....	14
exports to Iceland.....	1025
exports to Netherlands and Den- mark.....	449, 692
exports to Norway.....	860
exports to Sweden.....	529, 1106
foodstuffs to British and French African colonies.....	564, 1031
fish from Newfoundland and Canada.....	849
freight rate, cotton exports.....	177, 1154
fruit and vegetables from Cuba.....	653
fruits from Bahamas.....	1099
garlic from Italy.....	625
goods from Canada and Newfound- land.....	81, 597
gutta serena.....	609
hides and skins, South America.....	962
imports from Haiti.....	465
lace, imports.....	610
licenses for stamps.....	253
linseed oil to Canada.....	581
mackerel from United Kingdom.....	641
mahogany logs.....	961
manganese.....	50
marble from Italy.....	631
prunes and peaches to Canada.....	849
remittances to prisoners of war.....	49
rubber, imports.....	626
sausage casing.....	465
shipments to insular possessions.....	1010
ships' stores.....	961
silk noils, etc.....	1099
sugar from Canada.....	465
sugar to Canada.....	706
stone from Africa.....	1041
tomato-soup exports.....	1155
tomatoes from the Bahamas.....	961
tin plate andterne plate.....	753
transit goods for Russia.....	1009
wheat from Canada.....	465
wheat to Canada.....	706
wool imports.....	145
watches, standard testing.....	588
wool, stocks on hand.....	511
Uruguay, alcoholic beverages, production and trade.....	841

	Page.
Uruguay, brick, manufacture and use.....	727
budget extended.....	626
cements, production and imports.....	52
commercial congress, Montevideo.....	845
control of exports.....	271
cutlery, Swiss competition.....	230
trade conditions, Montevideo.....	73
dry docks and slipways.....	805
food products, government control.....	271, 326
hogs, breeding stock received.....	349
jerked-beef industry.....	426
journal, engineering, Spanish-English.....	867
labor and wages, law affecting.....	812
laundries, municipal, construction.....	889
loan, internal, for Congress Building.....	563
metric system, use.....	786
paper, American, opportunities.....	155
petroleum and naphtha, embargo.....	1007
precious stones, output and demand.....	406
prices, government fixes maximum.....	62, 799
shipping regulations modified.....	337
trade and finance in the war.....	246
wool shipments, Montevideo.....	78 7
Van Sant, H. D. (consul, Dunfermline, Scot- land), canal traffic.....	1041
cooperative society buys farm.....	437
flax harvest.....	819
linen trade, American purchases.....	356
tricycles for wounded soldiers, demand.....	1163
wages, farm labor.....	879
Vegetables. See Foodstuffs.	
Vehicles. See Automobiles.	
Venezuela, budget for current year.....	290
castor beans, cultivation.....	350
machinery for handling wanted.....	863
coal, mining and prices.....	425
coffee, crops and trade.....	584
cordage, manila, trade.....	908
cotton, growing, possibilities.....	642
dyes, market.....	886
export products and trade methods.....	706
exports to United States.....	598
exports to West Indies.....	603
fishing industry.....	150
flour, Chilean, imports.....	110
hydroelectric development proposed.....	374
lace and embroideries, trade conditions.....	330
motor cars and public roads.....	750
oil, fuel, arrival of first cargo.....	36
railway concessions, provisions of law.....	1066
sugar, production and exports.....	537, 745, 791
toy-making industry.....	247
Virgin Islands, census published.....	868
Vital statistics, malaria, campaign against, Brazil.....	70
population, by races, Burma, India.....	469
Canal Zone, decrease.....	702
foreign, Egypt.....	170
Italy.....	553
South Africa.....	635, 933
Virgin Islands.....	868
Wadsworth, C. W. (chargé d'affaires, Uru- guay), internal loan authorized, complete Congress Building, Montevideo, Uruguay.....	563
Wakefield, E. A. (consul, Fernie, Canada), manganese production.....	161
Wales. See United Kingdom.	
Wallace, T. R. (consul, Martinique, French West Indies), highways and motor-vehicle trade.....	1038
Waller, G. P., jr. (vice consul, Athens, Greece), advertising methods.....	212
Watches. See Jewelry.	
Waterman, H. S. (vice consul, Christiansand, Norway), telegraph business.....	101
tobacco trade.....	518
Watson, H. H. (vice consul, Liverpool), iron and steel markets.....	319
Watson, J. J. C. (consul, Yarmouth, Canada), cold-storage plant for fishing industry.....	1064
crop conditions.....	975
freight service, Yarmouth to Boston.....	735, 1165
lobster fishermen, meeting.....	418
Watts, Ethelbert (consul general, Hamilton, Bermuda), production of lily bulbs.....	181
Wearing apparel, American, demand, Argen- tina.....	668

	Page.		Page.
Wearing apparel, clothing, purchases by civilians, United States	483	Wines, spirits, and malt liquors, beer, duty reduced, Mexico	353, 607
gloves, manufacture from whale intestines, Norway	639	production and consumption, Denmark	103
haberdashery, imports, Ceylon	651	consumption, Jamaica	904
hats and caps, trade review, Siam	444	liquors, trade and duties, Straits Settlements	716
prices unchanged, England	430	production and exports, Uruguay	841
shirts and underwear, duties, Mexico	252	rum, import and excise duties, Trinidad	785
See also Cotton goods; Knit goods; Lace and embroideries; Linen and linen goods; Textiles; Silk and silk goods; Wool and woolen goods.		spirits, manufacture for/bidden, Sweden	303
Weddell, A. W. (consul general, Athens, Greece), commercial bureau established, New York	498	whisky, scarcity, Scotland	994
tariff changes	250	wines, production, South Australia	1185
Weights and measures, English units, extensive use, Burma, India	476	situation, Argentina	982
metric system, use, Uruguay	786	yield, estimate, Italy	1112
Wheat. See Flour; Grain		Winship, North (consul, Milan, Italy), cotton demands	906
Whisky. See Wines, spirits, and malt liquors.		rice crop, conditions	1123
Wilber, D. F. (consul general, Genoa, Italy), agricultural machinery, requisitions	1041	Winslow, A. A. (consul general, Auckland, New Zealand), Australasia, misconception of term	421, 1131
alabaster, exportation prohibited	1007	automobiles and motorcycles registered in 1917	719
barley, rye, and wheat, government requisitions crops	50	bank of New Zealand, report	305
citrate of lime, prices	527	banking conditions	681
coal trade, government control	1063	building operations	215, 1124
cotton, imports	1063	cement companies consolidate	1199
manufacturing regulations	949	coal shortage	597
dynamid, calcium, prices fixed	375	concrete paving and road building	374
embargo, list of additions	98	cooperative organization formed	213
foodstuffs, ministry established	114	crop report, New Zealand	308
freight rates increased	204	dairy products, exports	273
forestry works, regulations	617	dyes and dyestuffs, situation	263
gold, regulations governing traffic	200	farmers, federation organized	432
hemp, maximum price fixed		films, importation decreasing	1017
horses, slaughter regulated	906	gasoline, distribution by government	1161
lambkins, requisitions	997	shortage and prices	612
macaroni paste, trade restrictions	1164	hemp, lack of shipping closes mills	339
maize, requisitions	1023	honey, supplies for export	1156
olives, rice, and hemp, production	1098	imports, nonessential	611
revenue, government, 1914-1918	732	insurance, life statistics	1166
rice, exemption of duty	1007	iron, pig and scrap, shortage	1158
skins, sheep, prices fixed	676	kauri gum oil, extraction process	415
straw, wheat and rice, prices fixed	508	labor, prison, use	1196
sugar beets, government control	578	lands, agricultural, prices prevailing	1155
sulphide of carbon, government fixes price	444	lumber, export restricted	980
sulphur, maximum price fixed	1056	meat, fresh, amount in storage	275
superphosphates, maximum prices	279	frozen, development of industry	1154
wool, government limits consumption	118	milk, dried, industry established	415
requisitions	323, 703	musical instruments and sheet music, demand	1145
Wilcox, H. T. (consul, Guadeloupe, West Indies), automobile trade	510	paper shortage	1170
cocoa, crop prospects	1135	petroleum deposits, development	353
shipping situation	461	phosphates, deposits, extensive	1190
sugar, agronomic station established	815	post office, postal savings banks	355
crop below normal	1131	safe deposit system	499
vanilla, crop and exports	600	publications, trade and industrial, wanted	961
Wiley, S. H. (consul, St. Pierre Island), cod catch	321	public debt, plan for meeting	358
Williams, P. C. (commercial attaché, London), economic divisions proposed, France	1204	rabbits, eradication	1154
electricity, factor in reconstruction, France	515	revenues, receipts, 1917-18	1119
raw materials, associations to import, France	965	secondary industries, development	389
reconstruction, collective purchasing, France	778	sheep, increase in number	1156
tractors, need after the war	823	shipping space, shortage	1187
trade agreement, Franco-Spanish	1018	soda, caustic, shortage	1017
Williamson, A. A. (consul, Dalen, Manoharia), bean oil, inspection of imports advised	817	sugar, prices fixed	579
motor cars and public roads	747	supplies, government purchases	589
Willson, D. A. (vice consul, Tampico, Mexico), oil, crude, exports, August	1186	trade conditions, Pacific Islands	994
hotel, modern, plans, American opportunities for equipment, Cuba, Cienfuegos	1087	trade investigation, British, in Pacific Islands	245
tractors, American opportunities, use increasing, Cuba, Cienfuegos	1082	trade review, New Zealand	543, 983
Wines, spirits, and malt liquors, alcohol, yield to be increased, Australia	441	Tongan Islands	194
		wheat, crop outlook	626
		government purchases Australian	876
		winter fairs, value to exhibitors	427
		wool clip, government purchases	433
		production and value	178
		Wolcott, H. W. (consul, Santiago, Cuba), knit goods, American opportunities	121
		Wood, John Q. (consul, St. Michaels, Azores), agricultural conditions	934
		Wool and woolen goods, association, Spanish-American, to operate in Argentina	267
		government control, Italy	323, 906
		industry and trade, government control, England	4, 681
		industry, development, Australia	389

	Page.		Page.
Wool and woolen goods, mill, construction begun, Australia.....	1093	Yerby, W. J. (consul, Dakar, French West Africa), catalogues, American, hardware and cotton goods wanted	563
rags, government control, England.....	455	cocoa, supply, Gold Coast.....	558
spinning mill, proposed, Melbourne, Australia.....	182	hardwoods, mahogany and okoume, supply offered.....	1108
wool clip, British purchases, South Africa.....	335	laces and embroideries, demand.....	1067
government purchases, New Zealand.....	1918	schools, medicine and agriculture, establishment.....	1167
preliminary statistics, Canada.....	1016	Yost, B. F. (consul, Santa Rosalia, Mexico), machinery, automobiles, and electrical supplies, limited market.....	1144
production and value, New Zealand.....	178	Young, E. E. (consul general, Halifax, Canada), apple crop, estimate.....	735
production, Scotland.....	310	fisheries association, convention held.....	619
valuation, Australia.....	1127, 1204	fisheries, importance, Nova Scotia.....	619
wool, exports to United States, Canada.....	988	rebuilding and extension of Halifax.....	423
government limits consumption, Italy.....	118	Zabriskie, L. K. (vice consul, Mexico City), beer, duties reduced.....	607
grading results, Canada.....	3	commercial museum opened.....	245
importation, new ruling, United States.....	145	crops, outlook encouraging.....	545
mohair, market, South Africa.....	642	minerals, production, 1917.....	325
production cost, Australia.....	568	mining activities.....	593
shipment, record, South Africa.....	1109	port captains, jurisdiction.....	633
shipments, Uruguay.....	787	ships, foreign, permitted in coastwise trade.....	959
stocks in United States.....	511	Zinc. See Metals and minerals; Mines and mining.	
trade conditions, South Africa.....	1094		
trade quiet, Australia.....	1089		
yarns, manufacture, Australia.....	389, 694		
See also Textiles; Wearing apparel.			
Yerby, W. J. (consul, Dakar, French West Africa), budget estimates, Belgian Congo.....	595		

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